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The China Mail.

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August 12, 1919, Temperature 81.

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Humidity 89.

August 12, 1919, Temperature 80.

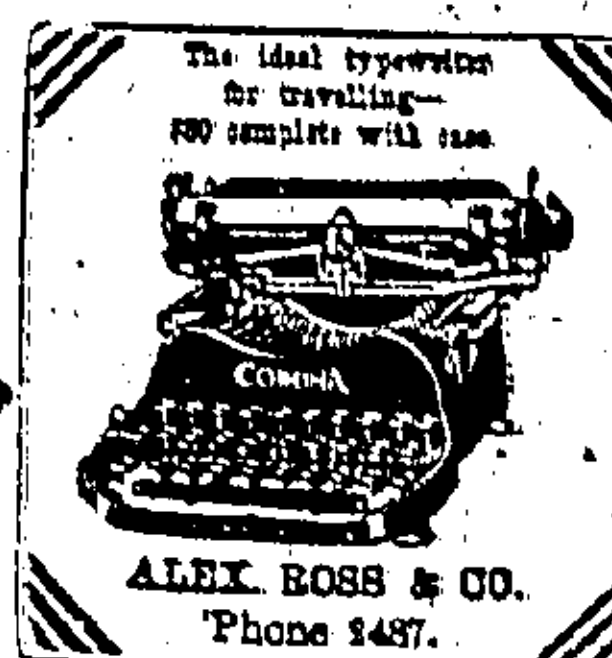
No. 17,539.

號二十月八年九十壹百九千壹

HONGKONG, TUESDAY, AUGUST 12, 1919.

日七十月七未己大歲年八國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HAVAN REVIEW.

LONDON, Aug. 10.

The Archduke Joseph has sent a telegram to M. Clemenceau asking the Allies to recognize his government.

The French government has introduced a Bill to provide for the construction of cheap and healthy dwellings to cope with the housing crisis. It is proposed to spend 500 millions.

Conference circles believe that the Council of Five will not take a holiday till the treaties with Austria, Bulgaria and Hungary are settled.

The Allies have already claimed the first enemy prisoner of those who are to take their trial for violations of international law. The surrender is demanded of General Kruksa, the commander of the prison camp at Cassel, who is accused of responsibility for an epidemic of typhus which caused the death of 3,000 French prisoners.

The French are urging that the treaty with Turkey be disposed of without awaiting the decision of America concerning mandates. The French nation owned at the opening of the war 63 per cent of Turkish bonds and half the railways in the Ottoman empire have been built by French capital; therefore France is deeply interested in establishing stable conditions.

CRICKET.

LONDON, Aug. 9.

Somersetshire beat Hampshire by four wickets.

Yorkshire beat Leicestershire by an innings and 126.

Sussex beat Essex by an innings and 31.

Survey beat Middlesex by an innings and 48.

Lancashire beat Nottinghamshire by nine wickets.

Northants beat Derby by three wickets.

Kent v. Australians and Warwick v. Gloucestershire were drawn.

CHINESE TELEGRAMS.

[Translated for the China Mail from Wah Tsz Yat Po.]

PEKING, Aug. 10.

Telegrams to reassure the people have been pouring from Peking like a flock of doves from a storm-tossed and bebarbarized Ark. There were telegrams to all the provinces about the dissolution of Parliament and the man who shall form the new Ministry. Kung Sum Chum is mentioned as a stopgap.

With regard to Shantung, these telegraphic circulars say that the Government has no intention to sign the German Treaty; has not shown its hand to the Allies; and has not entered into direct negotiations with Japan. This sort of thing is found necessary because of alarmist rumours.

Aug. 11.

Chekiang and Anhui may export 1,000,000 sacks of rice to Kwangtung.

The President's conference with Chow Shu Mo about the new cabinet led to nothing.

There was a political caucus at Peitaiho yesterday. Nothing definite is known of the proceedings, though a report was sent to the President.

SHANGHAI, Aug. 11.

A joint telegram from the Paris Delegates has come about Shantung. It urges China to stand firm, not to sign the Treaty, and outlines afresh the terms China should insist upon.

There is talk of more friendly advice coming from the Allied Ministers at Peking.

Wai Yung Kwong, going as civil governor of Shantung, has had an interview with the Japanese Minister at Peking. He wants the Ko-hsu and Tshun railway agreements cancelled, the withdrawal of all Japanese troops and police from the Tshun Chiao-chow railway, and restoration of Chinese jurisdiction in his field. The Minister submitted questions to Tokyo before replying.

SUPPLIED BY ALL CHEMISTS:

PHYSICIANS prescribe Chamberlain's Colic, and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains, quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by All Chemists and Storekeepers.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

HUNGARY.

NEW GOVERNMENT ROYALIST?

BUDAPEST, August 9th. The new Ministry, at its first meeting on Friday, resolved to recognize Archduke Joseph as Regent until the National Assembly has been elected. The Ministers swore allegiance to the Archduke.

Archduke Joseph has issued the following statement to Reuter:-

"It is impossible to say whether the future Government of Hungary will be Monarchical or Republican. That is a question solely to be decided by the National Assembly which will be elected immediately the Rumanians leave the country."

"It is impossible to attempt to hold elections during the Rumanian occupation. Elections will be conducted on a universal franchise, every man and woman over 21 years of age voting."

"The present situation in Hungary is very critical. The Rumanians have stopped the railways, telegraphs, and telephones, and are preventing food from reaching Budapest."

"The new Government will not negotiate with the Rumanians, but will rely on the Entente."

BUDAPEST, August 10th.

The Archduke's movement originated in aristocratic and official circles. It is strongly of a Royalist character. Hungarian officers are again wearing their smartest uniforms and all their decorations.

PARIS, August 10th.

Supreme Council announcing the intention of the Hungarian Government to execute the Armistice, and asking for recognition in official quarters.

BUDAPEST, August 8th.

The Archduke's signature to his proclamation, Archduke Joseph, Field-Marshal, is much commented on. Up to now he has described himself "Joseph Hapsburg."

His sudden intervention is viewed apprehensively by thoughtful politicians.

BUDAPEST, August 7th.

The Premier, M. Friedrich, has made the following statement to Reuter:-

"The removal of the Feidl Cabinet was essential, because it was a Bolshevik body. The Archduke came to Budapest at 10 a.m. yesterday escorted by Hungarian officers. He conferred with General Gordon (British) Colonel Law (U.S.A.) and Colonel Romanelli (Italy)."

He then formed his Cabinet entirely of bureaucrats.

The Archduke conferred again, at 3 a.m. today, with the heads of the Allied Mission, reaching a satisfactory agreement. The Rumanians did not participate in the conferences."

COPENHAGEN, August 9th.

A telegram from Budapest states that the new Government has been inundated with congratulations on the removal of the Soviets.

BERLIN, August 9th.

A number of Hungarian statesmen departed from Budapest yesterday. A special train was placed at their disposal by the Entente. The statesmen included M. Lovasce, the prospective Premier, Count Stefan Bethlen, representing the Starred-Counter-Revolutionary Government, and M. Garami, a Socialist leader.

ROMANIAN HANG ON.

BUDAPEST, August 8th.

The Rumanians are assuming control of the administration and apparently intend remaining.

The Press censorship is very severe. Most of the newspapers have been suspended. The Rumanians suppressed the announcement from Paris that four Entente Generals are coming to Budapest.

Rumanian soldiers are robbing houses and persons and are permitting excesses in the provinces.

They have arrested several hundred inhabitants of Budapest, mostly Jews, suspected of Bolshevik connections.

The Rumanians captured M. Czerny, the leader of the Bolsheviks under Dr. Szamuel, at Stuhlweiszenburg.

VIENNA, August 9th.

General Gordon, in Budapest yesterday, visited the Rumanian Commander to protest against the excesses of the Rumanian troops.

The Rumanian commander had declined to accept General Gordon's letter of protest.

PARIS, August 10th.

Paris has received information from Budapest that the Rumanian authorities had not manifested their willingness to comply with the instructions of the Conference.

BERNE, August 10th.

Semi-official reports from Bukharest state that the excesses by the Rumanian troops have been investigated by the German Press and the Bolsheviks.

PARIS, August 10th.

Mr. H. C. Hoover has gone to Budapest to investigate the food situation.

BUDAPEST, August 8th.

The Rumanians have swept the country bare of provisions for miles round Budapest.

POGROMS AND JEW BAITING.

BUDAPEST, August 10th.

The American Food Mission in Vienna, in response to urgent appeals, has undertaken to feed the school-children in Budapest.

BUDAPEST, August 10th. Anti-Jewish feeling is very strong in Budapest. Many Jews were beaten in the streets, dragged from cabs and tram-cars, the Rumanian troops looking on and laughingly inciting the Hungarians to further attack the Jews.

BEANE, August 9th. A telegram from Vienna states that it is reported that M. Dorezak, a Minister of the Feidl Cabinet at Budapest, has been assassinated.

UNCLE SAM ALOOF TO DECIDE.

LONDON, August 9th.

A telegram from Constantinople states that the American Mission, which is inquiring into the wishes of the population as regards the mandate for Turkey has not yet come to a decision.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

RUSSIA.

OUR EVACUATION HANGS FIRE.

ARCHANGEL, August 8th.

There has been hard, intermittent fighting since the Omega mutiny.

A Russian force, supported by British gunners, attempted to recapture Omega. They were attacked by the Bolsheviks, part of whom, disguised as peasants and women, got in the rear of the Russians, but the latter escaped into the woods.

Subsequently, a British monitor was anchored at Omega and Russian detachments landed in the face of desperate resistance and captured a part of the town after ceaseless house to house fighting.

The Bolsheviks, reinforced, forced back the Russians, who withdrew, after evacuating the refugees.

Immediately afterwards, two British monitors shelled Omega for eleven hours with 7 inch guns, raising the town.

KNOTTY PROBLEM FOR INTERNATIONAL SOCIALISTS.

WERE T'OTHER DEAR CHARMER AWAY?

LUXEMBURG, August 9th. The report of the Commission of the Internationale, while strongly protesting against the Allies supporting Admiral Kolchak, declares that the Internationale cannot evade the obligation to understand the protest by the Russian Socialists against Bolshevik oppression.

Therefore, it proposes that a Commission of Inquiry visit Russia in that connection.

PETROGRAD FAMINE.

STOCKHOLM, August 9th. A telegram from Petrograd states that the Chief Commissary has issued a proclamation appealing to the agricultural organisations for more food as the population is famishing and prices are fantastic. Bread is 120 roubles per pound and sugar 150 roubles per lump. Disease is raging.

POLICE STRIKE OVER.

LONDON, August 9th. The Commissioner of Police announces that the strike is over. Annual leave is being resumed.

He congratulates all ranks for the way they have upheld the traditions of the force.

THE COALMINERS AND OTHER STRIKERS.

LONDON, August 9th. Apparently, it is going to be a fight to the finish in the strike of the 300,000 Yorkshire miners. The Coal Controller, today, told the men's leaders that it was impossible to concede their demands. To do so would mean a strike in every coalfield in the country for similar concessions.

No further conferences, with a view to a settlement, have been arranged. It is believed that the funds of the strikers will last only another fortnight. Already £250,000 has been spent on strike pay.

LONDON, August 9th. A Conference held in London, today, between the Coal Controller, the Minister of Labour, South Yorkshire coal-owners, Yorkshire miners, and the Secretary of the Miners' Federation, with a view to settling the Yorkshire miners' strike, proved to be abortive.

Meanwhile, the industrial situation in Yorkshire is getting worse. It has been arranged to feed the children and families in some districts where the people are half-starving. Factories are closing down.

LONDON, August 9th. The Liverpool tramway strike has been settled.

A meeting of operative bakers has decided to return to work immediately on the assurances of the Ministry of Labour to introduce a Bill abolishing night-baking.

The men have agreed to accept arbitration respecting hours and wages, providing all strikers are reinstated.

LONDON, August 8th. The Bakers' Union has authorised the resumption of work where the employers are prepared to concede all the Union's demands.

It is anticipated that this will immediately relieve the situation, as a number of large co-operative houses, together with many other employers throughout London, have offered to concede all the demands.

Up to the present, the Union forbade the operatives from resuming.

To-night's conference between masters and men issued a statement recommending that when the men have accepted arbitration as regards hours and wages which the employers and the Ministry of Labour favour, and have resumed work, there will be a further conference to consider improvements and conditions of night-work.

RESUMPTION OF FOOD CONTROL.

LONDON, August 9th. The Food Controller announces the resumption of control and distribution in the prices of imported bacon, hams and

CARSON.

Sir Edward Carson, President of a special meeting of the Ulster Unionist Council at Belfast, dealt with the necessity of preparedness in Ulster to prevent any encroachment on their liberties.

The meeting decided to revive Ulster political organisations, including the Ulster Clubs, which had been in abeyance during the war.

It was also decided to commemorate "Covenant Day" by religious services throughout Ulster on September 28th.

It was arranged that Sir Edward Carson would inaugurate a political campaign in September.

(Continued on Page 8.)

BUSINESS NOTICES

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AND
OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

WE HAVE THE LATEST ENGLISH & AMERICAN

PERIODICALS

ALSO

NEW NOVELS

AND

BUSINESS BOOKS,

ETC., ETC.

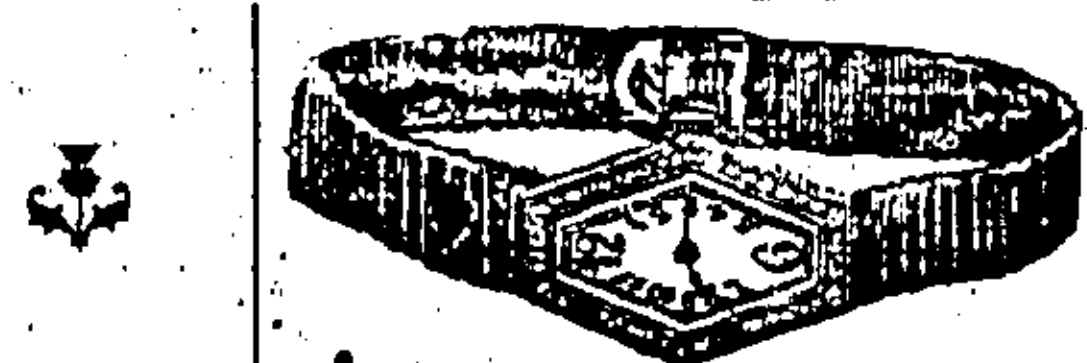
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Our PRICKLY HEAT LOTION, prepared according to the formula of one of the present day Professors of Tropical Medicine.

Instantly Allays Irritation and Cures after a few applications.

THE PHARMACY, 22, Queen's Road Central.
Tel. 345.



WRIST WATCHES

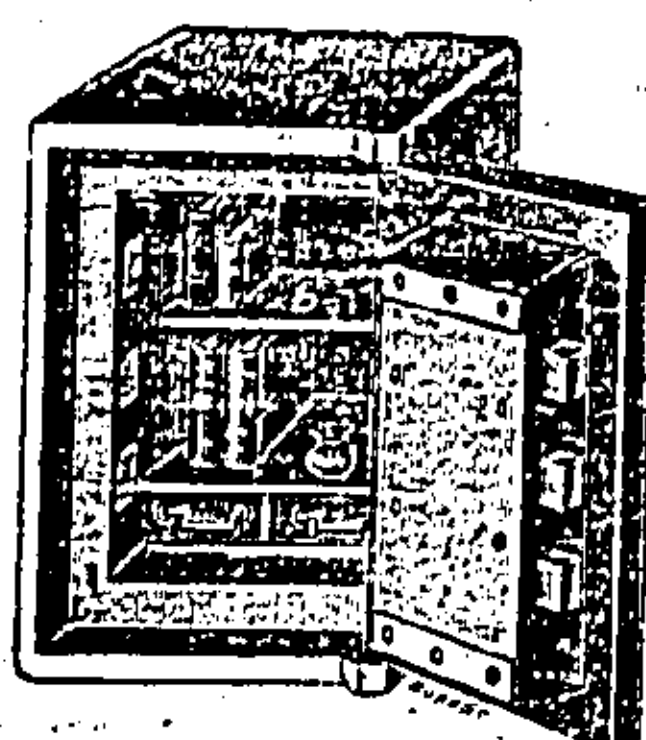
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QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

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ALL
POPULAR
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PRICES
REASONABLE

Tough Medicine for Burglars

FOR SALE AT

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THE HANDLEY PAGE MULTIPLE ENGINEED BIPLANES HANDLEY PAGE LTD.

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PEKING SYNDICATE LTD.,

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.**Public Auctions.**

THE Underwood has received instructions to sell by Public Auction.

on
WEDNESDAY, August 13, 1919,
commencing at 11 a.m.(FOR ACCOUNT OF THE CONCERNED.)
400 CASES PROVISIONS

comprising:—

Lauderdale starch, oatmeal, rolled
oat, corn flour, corned beef & mutton,
sheep & ox tongues, pickles, Navy
sauce, vinegar, beef dripping, hams,
pork, table butter, Australian assorted
jam, golden syrup, American cheeses,
assorted biscuits, etc., etc.

Also,

2 cases Medicine Oil,
2 cases Canvas, (8 oz.)
11 cases Brass lamp burners,
3 cases Grass cloth,
1 case Silk.

On view from Tuesday, the 12th.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, August 7, 1919.

FRIDAY, August 15, 1919.

commencing at 3 p.m.

at A. KING'S SHIPWAY, Wanchai,
The 28' Motor Boat "Boronia"
(Fitted with 4 cylinder engine, New
Sim's Magneto and Paragon Reverse
Gear. Awnings and side screens.
Speed 9 1/2 miles per hour).

Also

The Gael Class Yacht "Tinetto"
(Winner of 3 cups during the 1917
season, in good condition).

On view now.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, August 8, 1919.

INTIMATIONS**HONGKONG & SHANGHAI
BANKING CORPORATION.**THE DIVIDEND DECLARED for
the Half Year ending 30th June
1919, at the rate of Two pounds, five
shillings sterling per share is payable
on and after MONDAY the 11th day
of August, Current, at the Offices of the
Corporation, where shareholders are
requested to apply for Warrants.By Order of the Board of Directors,
N. J. STABB,
Chief Manager.

Hongkong, August 8, 1919.



NOTICE.

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony for places other than
Canton, West River or Mexico should
apply in person for permission to do so
at the PASS OFFICE, Post Office
Building between the hours of 9 a.m.
to 1 p.m. and 2 p.m. to 4 p.m. daily.Applicants will be required to produce
Passports or identification papers. All
persons with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1918. Forms of
Registration giving the particulars
required may be obtained at the G.E.O.
and at all Police Stations.The Penalty for non compliance is a
fine not exceeding \$50.

E. D. C. WOLFE,

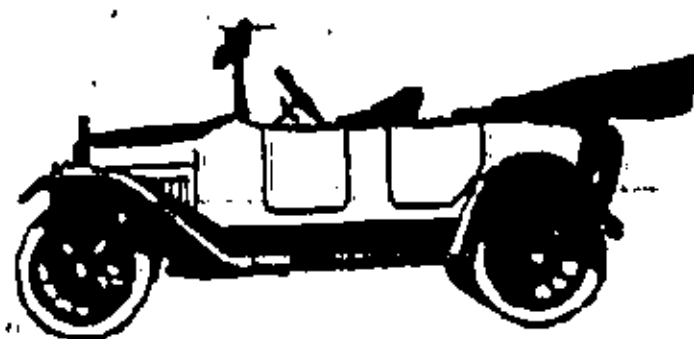
Captain Superintendent of Police.

WISEMAN, LTD.**WISEMAN'S**

Home Made

Chocolates.

\$1.80 Per lb.

Fresh From our Factory
every Morning.Peck Frean's
Biscuits.A fresh stock recently
arrived.**WISEMAN, LTD.****INTIMATIONS****METEOR GARAGE**Sole distributors of
MAXWELL CARS.Automobiles for Hire
and for Sale
at reasonable Prices.

Phone 2500.

65 Des Vaux Road
Central.The Natural Milk Food for Infants,
Invalids and Nursing Mothers.

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Agents: For Hongkong and South China
No. 10, Wyndham Street, Hongkong.
Telephone Nos. 1229 & 2229.**DAIRY FARM NEWS.****KIPPERS! KIPPERS!**

JUST RECEIVED

A New Shipment direct from
Scotland.

65 cents per lb.

**FOR SALE
1919****POSTAGE STAMP
CATALOGUES.**

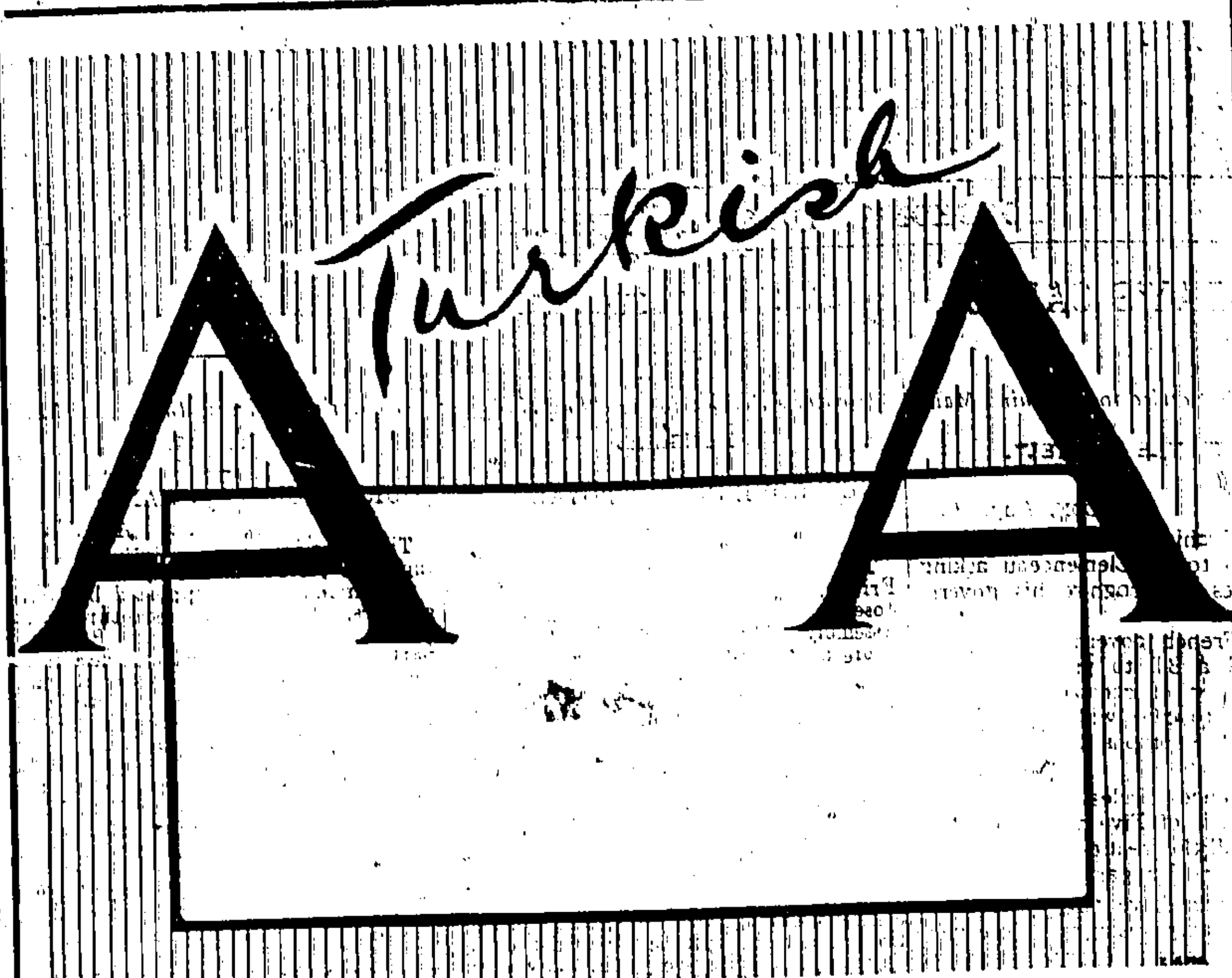
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Scott Stamp Co., New York
Yvert et Teller, Paris.
Bright & Son, London.
Whitfield King & Co., Ipswich.**GRACE & CO.,**No. 10, Wyndham Street,
P. O. Box 620, Hongkong.**JAPANESE MAKERS.**Every kind of Footwear
**MADE
TO
ORDER****OHERRY & CO.,**FEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 1917.
Hongkong, March 20, 1914.**MACGREGOR'S****V.O.S.**

(FAMOUS BLEND)

FINEST LIQUEUR**SCOTCH WHISKY.****EXTRA SPECIAL****FINEST LIQUEUR****WHISKY.****CALDBECK, MACGREGOR**

& CO.,

15, QUEEN'S ROAD CENTRAL,
HONGKONG.**AN EXTRA GOOD TURKISH CIGARETTE AT A
NOMINAL PRICE.**Sold in tins of
100 & 50
Cigarettes and
also boxes of 10'swith or
without
Cork Tips.

This Advertisement is issued by Westminister Tobacco Co., Ltd.

SCOTTISH LETTER.**GREAT LAND SALES IN
SCOTLAND.**

PRINCIPALITIES IN THE MARKET.

(From Our Own Correspondent.)

June 25.

Never before were there so many
great Scottish estates in the market.
The transference of wealth during
the war, has put owners of estates in
the rougher parts of Scotland in the
unfortunate position of having to sell
land that has been reduced in the
popular estimate of values. mountains,
tains, moors, islands and forests
are on the market in astonishingly
large numbers. The island of
Gigha changed hands a few
months ago, and now the island of
Shuna, ten miles from Oban, awaits
a purchaser. Last week 77 square
miles of Lord Lovat's property were
put on the market, with poor results.
Of 50,000 acres only 33,000 changed
hands, and that at an average price
of £3, 2s. per acre—not a high price
when it is borne in mind that these
estates are the finest of their kind
in the country. On the same day
the Countess of Portsmouth's
Invernesshire estate, Gushachan,
was offered at £50,000, and with-
drawn at £58,000, a sure sign that
the bidding lacked enthusiasm. The
greatest forthcoming event is the
approaching sale of Mr. W. E.
Gilmour's estates in Ross and
Glenmoray. These comprise ten
estates on the mainland and the
Burra islands in Shetland, three deer
forests, six moors, with unlimited
fishing and rough shooting. In July
the 900 acre estate of Gairloch,
Ayrshire will be submitted; Castle
Toward, with 10,000 acres and a
four-mile coast-line; and Lord
Lindsay's East Lothian estate of
Drem.The sporting estate as such ap-
pears to be out of the fashion, and
it is impossible to do much with a
moorland or a deer forest. Small-
holders cannot be placed on the giant
shoulder of a mountain. Afford-
ment is desirable, but to ask land-
owners to plant trees is to ask them to
become the patient and unthankful
and unremunerated givers of
alms to the country. What is
the unfortunate owner to do?
And how is he to procure a pur-
chaser for his property? But, pre-
sent conditions notwithstanding,
ground must and will continue to be
sold, and social ambition founded on
the possession of a slice of land, will
continue to be the ingredient of
human nature. Those to whom sud-
den wealth has come will not doubt
become the lords of the future.
Then there follows a disturbing
thought. Clothes, they say, make
the man; but baggy knickerbockers
do not make the lord. And we fear
that the new school of lords willhave less regard for the little national
properties that we love so
much than the men who are now
passing away.**GOING TO CHINA.**When Lieut. Alex. Carnegie goes
to China with his ship, the "Cairo,"
his young wife intends to follow him.
Lord and Lady Southesk's second son
was married in Edinburgh recently
to his pretty cousin, the daughter of
Lady Dora Rodadoski-Rivers.**CHINA AND JAPAN.**May I crave a little of your space
to refute a widespread misconception
regarding the present situation in
China? writes K. T. Sen to the Scot-
tish press. I refer to the general,
but wrong, impression in this coun-
try that the Chinese are carrying on
an anti-foreign campaign. In this
connection may I state definitely
once for all that our people are fully
aware of the fact that the present
situation has arisen out of the Kiao-
chau question, and that only her am-
bitious neighbour Japan and no other
nation is concerned in the matter? If
there have been any signs of Chi-
nese national indignation at all, they
are entirely and exclusively direct-
ed against the Japanese, who
threaten to absorb the whole
of China by rapidly extending their
sphere of influence in Shantung
Province and elsewhere. The
situation is serious. Our national
alarm is real. In their futile attempt
to alienate Western sympathies from
our people in their present hour of
trial, the Japanese have already
insinuated a general anti-foreign
movement being on foot in China.
Nothing could be further from the
truth. Of course, it is true that the
Japanese are foreigners to China,
but does that mean that they repre-
sent any and every foreign nation,
American or European? If this
were so, it would be just as absurd
for us to imagine that Prussia stands
for the whole of Europe. Surely
there ought to be some power of
accurate discrimination on the part
of the well-informed British public
not to believe in Japanese rumours
created for their own benefit.Before I conclude, may I add two
things? First our friendship for our
Western Allies has never been warmer
and more steadfast. Through our
common love of the ideals of justice
and freedom which have ever inspir-
ed the British people and our coun-
trymen alike, the good relations be-
tween Great Britain and China to-day
are in complete solidarity. We would
never dream of being anti-European
or anti-American in any way whatso-
ever. Secondly, in view of the pre-
sent situation in China, our people
appeal to the British democracy for
its sympathy and support, in regard
to the Shantung question in particu-
lar and the future welfare of their
country in general.**THE RAMPANT CRIME OF WHISKY.**One result of the scarcity and high
cost of spirits is that the thief atwhisky is in danger of being popu-
larly regarded as a mild and humo-
rous peccadillo, in much the same
way as illicit distilling and smuggling
was winked at and smiled over by
all classes in Scotland not very
many years ago. Indeed men who
in all other matters have a sense of
honesty are rapidly lapsing into a
very free and easy attitude in regard
to the ownership of alcohol. Whisky
in bulk, in case, in single bottles has
to be watched with as great vigilance
as if it were Ceylon pearls or Cape
diamonds. Casks are "broached,"
cases are opened, bottles are
abstracted; and the nose-bags of
carter's horses are a favourite hiding
place for the purloined mountain
dew.The cases of one of the biggest
whisky concerns in Scotland were
sealed with lead as a safeguard.
But the seals were often found to be
intact when the consignment
reached its destination, al-
though bottles had been abstracted
and the weight made up with bricks.
Another common method of theft
when haste demands rough-and-
ready methods, is to drop the
case of whisky violently on the
ground, break some of the
bottles, and catch the spilled liquor
in a shallow tray. The theft of
whisky from railway waggons at
goods stations is quite a common
occurrence. In one case an entire
cask of whisky was stolen from a
railway wagon, buried in a con-
venient field, and for a week after-
wards kept a whole district in a
hilarious condition.**THE TRIALS OF A SKIPPER.**Whisky is the most troublesome
cargo I take on board my ship, says
a captain of a Clyde liner. I hate
the very look of it on the stings. It
involves more watching than if it
were specie. I have carried, at times,
a million pounds in British gold to
America in the last few years. On
one occasion the bullion cases could
not be stowed in the hold; they were
merely put under tarpaulin in a place
which everybody passed at all hours
of the day and night. The nature
of the cases was well known to every-
body on board; but nobody thought
of pinching any of them, they were
as safe as if they were in the bank.
On the other hand, my bootleg
stokers—there are always some of
that kind; you know—would
manage to steal whisky even if I
had it stowed in the crow's nest.
There is scarcely a voyage in which
I don't see evidence of a leakage of
whisky in the topsides of some
members of my crew or the lower
rate passengers. During one voyage
the thieves removed the cork from a
ventilator, got down to the bottom of
the lock-up hold, and stole a whole
lot of cases of whisky. They actually
started a shiebeen on board for the
accommodation of the third-class
passengers.

(Continued on Page 3)

G. FALCONER & CO., LTD.**WATCHMAKERS & JEWELLERS.****Hotel Mansions.**

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

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AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best
Quality containing a large percentage of Gluten. Starch and Gluten are the
principal components of Flour. Gluten is easier to digest and contains more
nutriment than Starch. Manufactured under the most sanitary conditions.

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American business concerns.The Hotel Company, having recently extended their cold storage plant
and instituted motor transportation, are specializing in outside catering such
as banquets, dances, parties, etc., and are prepared to supply all necessary
equipment, decorations, furnishings, and music.Quotations may be obtained on application at the Hotel Main Office, or
representative will call on communicating with

Telephone No. 483, Catering Department.

Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

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15 Minutes from Landing Stage.
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Mrs. BLAIR.**KING EDWARD HOTEL****CENTRAL LOCATION**ALL ELECTRIC TRAMS, Entrances, Electric Lifts, Fans and Lighting
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. East of Food and Service.
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J. WITCHELL, Manager.**PALACE HOTEL****KWLOON**

(Two minutes from Star Ferry.)

Recently renovated and refurnished, electric light and fans throughout
and entirely under management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add: "PALACE"
J. H. OXBERRY, Proprietor.**CARLTON HOTEL.**

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walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Leverages most Passenger Route.

Telegraphic Address "CARLTON."

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BIRD****ICE CREAM****PARLOUR****AND CONFECTIOLEERS****CHOCOLATES**

Plain Swiss Vanilla Chocolate

Home-Made Assorted Chocolates

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Chocolates, "Star" Chocolate

American Chocolate, 15c per lb.

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JANG YUK, Dishes

this late SIEN TING,

14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation free.

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GRAFTON COTTON VOILES
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LADIES FOOTWEAR

HIGH-CLASS AND UNIQUE MODELS.

FOR ALL OCCASIONS.

STYLE, COMFORT AND VALUE GUARANTEED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, AUGUST 12, 1919.

ANALOGIES.

Our little note yesterday, on the political situation at Home was badly worded. It meant to say that if minorities must rule, it is idle for minorities to talk of treasonable majorities. Treason in the nature of things is an offence peculiar to oppositions, not to power. Where the power is, treason cannot be. When the rebel becomes ruler, he ceases to rebel, and his crime is automatically shifted to the shoulders of his erstwhile censors. At present Messrs. Chamberlain and Law represent power and of course they are correct *pro tem* in describing those men as traitors who propose by using the power of numbers (majority) to oust them. The thought is clear enough. What we wished to point out was that if the power is there—if the majority is able to do what it threatens to do—it is idle, and it may be mischievous, to provoke it by calling it bad names. Thus in France, when the majority was so incensed, it was provoked to temporary tyranny even more disagreeable to contemplate than the tyranny it destroyed. (Presumably this is now happening in Russia, and may explain Bolshevik outrages). Thus at the end of the XVIII Century we find the mob (traitors now transmuted into lawful but unwise rulers) destroying a priceless intellect like Lavoisier's just when it was in its prime and most full of promise. The worst of Hunnish or Bolshevik crime. It was the classic example of what the Socialist would call Waste, and the men who did it were Socialists. As Lagrange said, "It required but a hundred years may not suffice to produce such another." Majorities, quite clearly, are not always right, assuming that there are fixed principles of right and wrong in these matters. Logically, it would seem that the decision of the majority establishes the right, and if the majority at Home decides to establish a revolution and change the Constitution by what they call "direct action" (which is something new and unconstitutional, and yet as old as the bludgeon of the first tyrant) then, having done so, Messrs. Chamberlain and Law will be the rebellious or treasonable minority, without having changed or deserted a single principle. Endeavouring thus to face facts, rather than to champion what we might believe to be rights, we have deprecated especially the threatenings

of B. Law. We should mourn less for Law than we do for Lavoisier, it is true, but we don't like such incidents. The reason that Law and Chamberlain now claim to be right (and it is true and proves them right) is that the Constitution they would conserve represents the People's Will. That is their sanction. If the People's Will has changed, who are they that they should then refuse to recognize and adapt themselves to the new standard? The at-present unconstitutional and wrong and treasonable would then, in the event of the majority getting its way, be the new Constitutional, the new right, and the only genuine patriotic, till a fresh majority arises with a fresh Will. That's plain enough, isn't it? Of course it is still open to Chamberlain and Law to claim that there is no majority against them, in which case we admit their attitude is sound. That is a question which events alone can answer. If, as our observation bids us, those events are shaping to prove that revolution has its majority—if we are correct in believing that "direct action" can and will do what it threatens, then we are anxious to save what we can from the wreck. We bow to the inevitable, hope to save our Lavoisiers, and must resent the peevish and provoking utterances of those who cannot see it coming. We desire it no more than they do. We see the gathering storm, and favour wraps. They neglect the mackintosh—umbrella precaution, and complain querulously at the lowering sky. That is not wise. It is in the warp and woof of all our beliefs touching human nature that minorities are wiser than majorities, but if the Law and Chamberlain group are minority, they are an exception to our rule. We don't know whether the coming revolution will be wise or otherwise—how can we tell till we see what it does? We fear it, as the prudent man fears most changes; but we are not going to shut our eyes to it. Within the last week, as our little note of yesterday indicated, we have described a chance of postponement of what we had considered inevitable. Reuters' messages show a singular absence of union in trades unionism, so here may be a doubt of that majority after all. It is a delusion that there is any possibility of moral homogeneity, or universal union. As in chemical atoms, so in human society, we seem to see in operation the Law of Constant Proportion. Indeed, this is a wholly pleasing analogy, as you will see if you contemplate the permutations of matter which are all that make one substance some other substance. Heat and friction, you will observe, disturb the molecular composition of society. In the case of the gases (and politics is mainly gas) you get the component particles repelling one another with a force that decreases with expansion. The

chemist might have denominated the Britain of 1914 as M2 T4 B1, M standing for Maskegen, T for Torggen, and B for Bolshichloride. Heat has been applied, the formula is now quite different, and it is the job of analysis with which we are immediately concerned. Isn't it? In politics, all that the *China Mail* does is to play the part of analytical chemist. It is not our fault if our crucible and test tubes seem to show more B than T in the compound we now examine. If we mention that it has a low boiling point and that its endomorphous modifications are mor. apparent than real, it is not because we wish it so, but that we so find it.

FREEDOM OF SPEECH.

Our heart goes out to the Rev. E. Martin of St. Andrew's Church, Kowloon, as an outspoken preacher, of the downright, honest, non-time-serving sort we need, the sort that will ultimately do us good. His remarks, reported in another part of this paper, have been the target of a sustained buzz of criticism since Sunday night. His little play on words, "Hongkongers and Hongkongers-eels," has been described by the *guidances* as unseemly in a pulpit. "My words are nothing," says Walt Whitman, "my meaning all." But in such cases the words mean something too. Striking words, humorous phrases, words that seize attention and by their novelty hold it, are justified by results. They may be likened unto the manure that assists the good seed not to parch and fail. Everybody who is not in a bad temper about it knows very well that the Rev. gentleman was quite right, that snobbery is too common here, and lip-service still more so. Instead of revering a man for some nobility of character, or even for mere intellectuality, we ready those who have money, or those who "keep up appearances." The lady from London with a collection of signed photographs of Society people is not yet forgotten. She was our local equivalent for the Captain of Kooepnick. A man is lucky here, changes his way of life, and begins to cut old friends with whom he was formerly glad to be hail-fellow. We have said before (and been accounted wicked and atheistically minded because of it) that unless there is a conscious communion even days a week with God there is no real belief in God. Where there is no real belief, there is atheism, and it is among the lip-serving professors you should hunt for atheists, not amongst those intensely religious cranks who spell god with a small "g" and indulge in free thinking. The preacher's text should have been "By their fruits ye shall know them." More power to him. Help him. Back him up. Don't join the criticising avary of human parrots, whom the unusual always seems to offend, and for whom words are everything and ideas impertinent intruders.

APHASIA?

There appears to be no article on "memory" in the Encyclopedia Britannica, at least, not under that heading. We turned it up after reading of a Chinese policeman in the local courts who temporarily forgot his own surname. Despite opinion to the contrary, it did not indicate what we commonly mean by lunacy. Aphasia is not the word for it, though the associations are the same, and the obscure causes of the one are probably related to the causes of the other. Extraordinary lapses of memory, usually temporary, are common to these climates though we had hitherto supposed them peculiar to white men. Appetite indulgences are not always to blame, either. Over-work may conduce, but experience seems to point to a something in the climate which, as it were, dephlogisticates the mind after a certain age or after residence prolonged too far without a break. We had yesterday a note on that discontinuity of the conscious ego which may be noted in some men at the first awakening, and it may well be that the policeman in court was having an analogous experience. We have heard of policemen sleeping on their feet. Perhaps the ego of Mak Li was, for those few moments while he shocked the magistrate, like those gods of Baal at whom Elijah jeered, "on a journey." Happily it isn't necessarily lunacy, or some of us would be getting nervous about it.

When Lieut. Alex. Carnegie goes to China with his ship, the "Cairo," his young wife intends to follow him (says the Scottish correspondent of the *Singapore Free Press*: Lieut. Carnegie, who is Lord and Lady Southesk's second son, was married in Edinburgh recently to his cousin, the daughter of Lady Dora Rodadowski Rivers.

The Manila Branch of the Asia Banking Corporation was to open on Friday August 1 in the premises at the corner of the Escolta and Plaza Moraga, opposite the location formerly occupied by Clarke's restaurant, says the *Press*. The same paper says the Asia Banking Corporation has secured a desirable location in Sharnen and will open a Canton branch in a few weeks.

LOCAL AND GENERAL.

Lieut. Colonel R. A. Craig, C.M.G., R.C.A., a former Commanding Officer at Stonecutters Island, has been awarded the C. B. E.

There was an outbreak of cholera at the Penang Quarantine Camp on July 25, lasting till the 28th. There were 11 deaths.

Major and Brevet Lieut. Colonel (Temp. Brig. Genl.) R. M. Bray, D.S.O., West Riding Regt., well known in Shanghai has received the C.M.G.

Captain C. H. Luxmoore of the Australian Army left for Singapore yesterday by the s.s. "Neleus" on his way back to Northern Queensland.

Messrs. W. G. Barrett, T. Hitt and G. H. E. Elliott, all of the Naval Dockyard European Staff, left for home by the s.s. "Neleus" yesterday.

The Hotel Europe peace dance in Singapore produced \$3,040 for charity. Mr. L. R. MacPhail has given \$1,000 to war funds as a peace offering.

From the 1st November next the distinguishing intervals of the responding-for-gun signals at Chapel Island and Turnabout Island Light-stations will each be changed to 3 minutes.

Mr. W. J. Owens of Holt's Wharf, besides his presentation at the Kowloon Bowling Club, was presented with a watch and band at the R.C.C. on Saturday night. Mr. D. Harvey made the presentation.

H.M.S. "Mantis" gunboat, which recently returned from the Mediterranean, has been paid off at Chatham and placed in dockyard hands for refit. The "Mantis" is for the China Squadron some time or other.

Mr. H. L. O. Garrett formerly of the Hongkong University has taken over charge of the office of Secretary of the Punjab Publicity Committee from Mr. E. Tydeman who is now on his way home on leave.

Colonel C. C. Wrigley, C.B., R.A.O.C., who while Chief Ordnance Officer here some years ago designed a Scenic Railway that was working in the Colony for several years, has been promoted to Hon. Brigadier General as a war reward.

Messrs. Cammell Laird, Birkenhead, were to launch on June 28 the Cruiser "Cape Town." The naming ceremony was to be performed by Lady Doreen Long, wife of the First Lord of the Admiralty. The "Cape Town" is one of the light cruisers for here.

The first batch of Ceylon medical men to join as temporary officers of the I. M. S. were to leave Ceylon about July 15. It is hoped to send twelve officers in the first batch. Most of these officers recently passed out. A second batch will be available after the medical college examination in July.

The North American non-subsidized regular service of the O.S.K. hitherto calling at Singapore and Hongkong will shortly give up the call at Singapore mainly for cargo considerations. There are few export cargoes to be taken thereto. The new change will commence from the s.s. "Mexico Maru" leaving Kobe on September 11 says the *Manchuria Daily News*.

The water front was never so busy before, says our Hankow contemporary. Every jetty is swarming with coolies loading or unloading cargo, and the outgoing steamers are crammed with all they can carry. In addition there are half a dozen ocean steamers in port, three of them being of extra large size, leading for home. The supply of produce appears to be unlimited and the demand the same.

The distribution of the awards for the salvage of the following vessels by His Majesty's ships has begun—"S.S. Orion" by H.M. tugs "Blazer," "Reverger," "Epic," "Flying Spray," and "Halesport," between February 2 and 10, 1918; S.S. "Algebra" by H.M. tug "Buraucrat" on February 17, 1918; S.S. "Lucida" by H.M. trawlers "Ninus," "Vidette," "H." and "Swallow," on November 4, 1917; S.S. "Servian" by H.M. tugs "Badia" and "Buraucrat," and Salvage Party on September 19, 20, and 21, 1917; S.S. "India" by H.M. tugs "Pert" and "Drage" on March 29, 1918.

Rear-Admiral Sir Hugh Tottill, who gets the China Station appointment, was born in 1865, and has been Fourth Sea Lord since May, 1917, when the Board of Admiralty was reorganised with Sir Eric Geddes as Controller. He was made a K.C.M.G. last year, and received the C.B. in 1916 for his services at the Battle of Jutland, in which he was a sub-divisional leader. He was promoted Rear-Admiral in April, 1917. The *United Service Gazette* which says the foregoing has either made an error or has some information later than the order which appointed Rear-Admiral Borrett to the light cruisers here.

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 9 3/4.

The Norg. s.s. "Produce" arrived from Sourabaya yesterday with 1,340 tons of sugar.

Mr. and Mrs. C. Miller of Kowloon left for Home by the s.s. "Neleus" yesterday.

The s.s. "Shinyo Maru" is leaving for San Francisco to-morrow with a cargo of 2,300 tons.

Friday, 15th inst. being the Feast of Assumption, Mass will be said at St. Joseph's Church at 9 a.m.

The Blue Funnel s.s. "Neleus" left for London this morning with 3,000 tons of cargo and 119 cabin passengers.

We don't mind feeding the small nations, but we should like them to stop fighting between meals, says the *Brooklyn Eagle*.

An advertisement elsewhere in this issue mentions that telegrams may now be sent to Germany. The cost is \$1.10 per word.

The s.s. "St. Albans" (Captain Pilcher) left for Sydney via Sandakan to-day with 700 tons of cargo and 13 European passengers.

The Indo China s.s. "Yuensang" (Captain A. C. Kennedy) arrived here this morning from Manila with 1,000 tons of general cargo.

The s.s. "Kaifong" (Captain J. Robinson) arrived from Haiphong and Hoihow yesterday with 1,200 tons of coal and 800 tons of general cargo.

The O.S.K. s.s. "Kasado Maru" arrived from Yokohama yesterday afternoon with 1,000 tons of cargo for here and 3,600 for onward ports.

The airship R. 34 carried a batch of American papers which were delivered in London in 3 days 9 hours, compared with 11 days for the ordinary service.

The latest Government increase is 20% to employees not in quarters or in receipt of house allowance. Those receiving the 20% drop the previous 10% granted.

The *Chefoo Daily News* has suspended publication owing to a variety of causes, including financial considerations and the forthcoming departure of the Honorary Editor.

The C. N. s.s. "Sinkiang" (Captain G. W. Bedy) arrived yesterday from Shanghai with 1,055 tons of cargo for here and 1,385 tons for elsewhere, as well as 109 Chinese deck passengers.

Gabriele d'Annunzio, the poet-airman, is shortly flying from Rome to Tokyo, says Reuters. He expects to take 14 days on the journey, which will be made via Asia Minor, India, Tonking and China.

For Peter Dawson's Cup, in the Championship Singles open to Chinese in Hongkong, Mr. Ng Sze Kwong (C.R.C.) will meet Mr. T. L. Tan (University) to-morrow at 4.30 at the C.R.C. in the final round.

Last week's communicable disease was: two cases of plague, four of cholera, two of enteric, one of paratyphoid, and five of C.S. fever. In the subsequent 48 hours we had one case of enteric.

Captain Basil Tylor, R.N., fined the masters of the steam launches "Tong Yick" and "Gretchen" \$50 each this morning for being on the outside of more than two launches alongside the "Empress of Asia."

The Hongkong Tramway Company's traffic receipts for the week were £15,923, or \$2,857 more than last year. The Aggregate Receipts for 32 weeks were \$471,351, or \$36,667 more than in the corresponding period of 1918.

The honorary Treasurer, Alice Memorial and Affiliated Hospitals, acknowledges with thanks, the following subscription to the funds of the Hospitals:—

Wo Ping Theatre...\$146.77

The Kobe telephone service has been getting poorer. Checking of calls showed the lines were being overburdened by clerks with the tea habit who swamped the lines every afternoon ordering tea and cakes from restaurants in the business district.

Forty aeroplanes, 146 Liberty flying machine motors, and a large quantity of air service equipment and hangar building material have been received in Manila, according to information given out at Port Santiago, the headquarters of the Philippine Department, United States Army. The 40 flying machine already received, are of the De Havilland type, two seater, fighting service planes and day and night bombers. These aeroplanes are the very last word in the development of planes as fighting machines and will not be used at any time, in the training of men.

POLICE CAPTURE ROBBER CHIEF.

SMART PIECE OF DETECTIVE WORK.

A robber chief whose name is a terror to the population of Canton and the surrounding districts, on account of his ruthlessness in plugging, kidnapping, wounding and killing, has been captured by the local police. They deserve special praise for the smart piece of detective work which led to the apprehension of such a dangerous man. The prisoner is the leader of a notorious gang of murderers. Led by the prisoner, this gang caused a sensation on June 8 when they attacked the village of Lungkok, in Kwangtung Province. After intimidating the inhabitants, they set fire to three houses and made off with a large quantity of jewellery. Two Chinese youths, students of Hongkong schools, who had been called to the country owing to the death of one of their relatives, were living in the village at the time of this attack, with their father, a wealthy merchant. They were kidnapped by the desperadoes and taken to Kwong-pin village, where they were held for ransom at \$3,000 per head. After a period of captivity and some rough handling, the youths managed to escape to the main road, but were tracked by the robbers and one of them was recaptured. The other had managed to get a revolver. He opened fire, wounding one of the robbers, and thus made good his escape. Making his way to the nearest police station, the youth made a report and led a posse of police to the robbers' den. It was immediately surrounded. There was a fight in which revolver shots were freely exchanged, and three of the robbers were made prisoners. The leader managed to escape to Hongkong. A communication from the Chinese authorities put the detective department on the hunt. Their special dredging system was employed, and the man arrested. He was produced before Magistrate Lindsell yesterday afternoon by Inspector Watt who applied for his extradition on behalf of the Canton authorities. Mr. Leo Longinotto conducted the case for the Crown and after several witnesses had been heard, the case was remanded until this afternoon.

ORGAN RECITAL.

The organ recital on behalf of the Cathedral Organ Fund took place at St. John's Cathedral last night. The programme opened with Elgars "Imperial March," followed by Smart's "Evening Prayer." The two vocal numbers "Crossing the Bar" and "There is a green hill" provided a musical treat. The tone was good and the expression almost perfect. The voices were well balanced although the alto might have been a little stronger. The rendering of these two items gave evidence of very careful rehearsal and the singers themselves and Mr. J. W. White are to be congratulated on their almost perfect performance. Hymn No. 19 "The radiant morn" was sung during the collection. In verses 2 and 4 the tenors took the melody, the other parts harmonising, with a special composition by Mr. White. The result was rather effective. Mrs. Otto Kong Sing, Mrs. Le Breton, Miss Robert, and Messrs. C. Crispin, Jennings, Rollett and G. Davis were the singers. The inclement weather prevented a large congregation from attending. The collection realised \$34.85.

SHIPS IN HARBOUR.

List of vessels in port this morning.	
British.	Japanese.
Atreus	Kasado Maru
Gleniffer	Katsura Maru
Phranang	Ujo Maru
St. Albans	Hakushin Maru
Cheongshing	Fushiki Maru
Chipsing	Kajjo Maru
Yuensang	Taiwan Maru
Haihong	Shinyo Maru
Kansu	Masayoshi Maru
Chihili	
Chinese.	
Monteagle	Shun Shing
Laemedon	Yangtsekiang
Tenkaik	Shunshing
Linang	Tungwah
Pakhoi	Hsin Tah
Chinhuu	Winghollee
Tyndarus	Chuen On
Hinsang	Hoi Tung
Chekkiang	Asia
Orestes	Po Lee
Telemachus	
Kanchow	
Pneumphen	
Oliva	
Hunball	
Hupch	
Wuhu	
Bong Incheape	
Hong Wan I	
Cardium	
Hangsang	
Vorwegian.	American.
Produce	Colombia
Halvard	Tancerville
Hellos	

OUTSPOKEN SERMON AT KOWLOON.

HONG-CONQUERORS OR HONG-KONGERELS?

Some sensation has been caused by a sermon preached at St. Andrew's Church, Kowloon, on Sunday evening, by the Rev. E. Martin, from the text "Solomon said Give me wisdom and knowledge." Last Sunday we recalled our Heroes of the War, and it is well now to consider ourselves. An outstanding feature of Kowloon life is the snobishness with which certain folk turn up their noses at their social inferiors until the latter prosper in business, and then the former snobs grow jealous and curious. This is a case of Lady Clapperclaw in the "Book of Snobs." Thackeray in another work, "Sketches in London," remarks: "Do you mean to say, you great folks, that your object in society is not love, not friendship, is not family union and affection, is not truth and kindness, is not generous sympathy and union of Christian men and women, parents and children, but that you assemble and meet together with a daring selfishness openly avowed?" Such are our own snobs who cut their old friends when prosperity has made them proud. Another of our sins is an inordinate lust for money. The war provided us all with an opportunity for giving which will never recur in exactly the same way. But while Britain's bravest and best were sacrificing themselves on the Calvary of War there were some among us who donned uniforms, sat down, and emulated those Roman soldiers who also gambled at the foot of the Cross. Of course there were also Hongkong men who fought and died. There were glorious Hongkongers as well as slimy, grimy Hongkongers fattening on the lives of sailors. But the majority of us resemble the Big Three—Peter, James and John—in Gethsemane during that other agony. When all we could do was to offer human sympathy and prayer, we, too, just slumbered and slept. Yet Peter after his failure was forgiven and reinstated, and our own future holds out the same full hope of faithful service following the penitent's forgiveness. Another characteristic of Hongkong is careless regard for common faithfulness to vows and resolutions. Baptism and Confirmation vows—and Wedding vows, too—are often apparently forgotten. You say you cannot come to church every Sunday because you must get fresh air; you owe it to yourself and your firm, your system and efficiency require that whole day in the open air. You are never too tired to arise early on the Sabbath for a day's amusement. Last Sunday was an example. After a Saturday afternoon for fresh air and exercise, and Saturday evening for gaiety and diversion, you had not only Sunday but a whole day's holiday on Monday. Yet after a calm, cool evening, instead of returning home with divine peace overshadowing all hearts on that solemn Day of Remembrance of our Glorious Dead, we meet crowds of dressed-up dandified donkeys pouring from trams and trains, bars, cars and launches—all noisy and intoxicated with the glamour and excitement of feverish pleasure-seeking. To live a Christian life in Hongkong is not impossible, but it will not be done without cultivating at all costs a conscious communion with our Heavenly Father. It is not possible to bear Him in mind all the time; one can have an earthly father without having him perpetually in one's mind; but by regular daily prayer we can renew our communion with God, by meditation and Bible-study of a spiritual, devotional nature we can sustain communion, and by the habit of weekly worship we can stimulate it. By making laws for ourselves—like the laws of the Medes and Persians—which cannot be broken, we shall involve ourselves in sacrifice, but the effort will be a thousand times worth while if it makes us faithful disciples of Jesus Christ.

BANVARD'S PLANS.

As will be seen in the advertisement in another part of this issue, the popular Banvard's American Comedy Company have extended their return visit to cover Thursday, Friday and Saturday. On Thursday night the popular revue entitled "Sufragettes" will be presented. On Friday night the same revue will be proceeded by a Vaudeville programme. For the special matinee on Saturday, "Hello Hawaii" will be staged and the young folks are assured a ripping time, as Miss Hazel Boyd and her "Charlie Chaplin Girls" will appear in a series of mirth provoking "stunts." The same programme will be presented for the farewell performance on Saturday night.

TYPHOON WARNING.

The telegram quoted below was received at the U.S. Consulate from the Manila Observatory at 5.20 a.m. August 12. Typhoon near or over Esabi Channel moving W.N.W. or N.W.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
MARSEILLES & LONDON.
Via STRAITS, COLOMBO AND PORT SAID.

S.S.	leave Hongkong about	Due Marseilles about	Due London about
"NAGAYA"	28th August	28th September	7th October
"KEIWA"	29th October	29th November	4th December

FOR
BOMBAY VIA STRAITS AND COLOMBO.

S.S.	leave Hongkong about	Due Bombay about
"DUNERA"	7th September	28th September

FOR
CALCUTTA VIA STRAITS AND RANGOON.

S.S.	leave Hongkong about	Due Calcutta about
"ARRATON APCAR"	2nd Sept.	25th Sept.

FOR
SHANGHAI, KOBE AND YOKOHAMA.

S.S.	leave Hongkong about	Due Shanghai about
"ITOLA"	20th August	20th August

Wireless on all steamers.

For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—
MACDONNELL, MACKENZIE & CO., Agents.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

SAILINGS ON through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES

Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS.

For JAPAN PORTS.
BORNEO MARU on 28th Aug.
HOKUTO MARU on 9th Sept.
For freight or Passage apply to DODWELL & CO., LTD., Agents.O. S. K.
OSAKA SHOSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
AMAZON MARU Thursday, 14th August.
ALTAI MARU Friday, 29th August.

SINGAPORE & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

SUNNOS AIRS, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.

TACOMA MARU Wednesday, 10th September.

SOMBAI COLOMBO—Regular fortnightly service via Singapore.

KASADO MARU Wednesday, 13th August.

BURMA MARU Sunday, 31st August.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.

SHISEN MARU Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUSTRALIA, N.Z. and ADELAIDE.

LUZON MARU Beginning of October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Taking cargo to BYERLAND POINTS U.S. in connection with Colony
Photographs and description of the island.

AFRICA MARU Monday, 18th August.

CANADA MARU Monday, 1st September.

JAPAN PORTS.—KOBE.

KELUNG, TAKAO VIA SWATOW, AMOY.

These steamers have excellent accommodation for 1st and 2nd class. Passengers
and cargo will arrive and depart from the O.S.K. Wharf,
near the Harbor Office.

For TAKAO via SWATOW and AMOY.

SOSU MARU Thursday, 14th August, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

AMAKUSA MARU Sunday, 17th August, at 10 a.m.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION

HENTIN, NORTH CHINA

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO
SHANGHAI	SINKIANG	Aug. 14, at Noon.
PAKHOI & HAIPHONG	SAIKONG	Aug. 15, at 9 a.m.
ILIOLO & KOLIMBUGAN	PAKHOT	Aug. 15, at Noon.
SHANGHAI	SINKIANG	Aug. 16, Daylight.
HOIHOW & SINGAPORE	LINAN	Aug. 17, at 10 a.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, electric light and fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Ningbo (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone No. 36.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
TIENTSIN via WEIHAIWEI	CHIPSING	WED. DAY, Aug. 13, Daylight.
SHANGHAI	TUNGSHING	FRIDAY, Aug. 15, Daylight.
MANILA	KANSANG	FRIDAY, Aug. 15, at 3 p.m.
KOBE	KANSANG	FRIDAY, Aug. 15, at 3 p.m.
SHANGHAI	HANGSANG	SUNDAY, Aug. 17, Daylight.
SHANGHAI	WOSANG	TUESDAY, Aug. 19, Daylight.
SANDAKAN	HINSANG	TUESDAY, Aug. 19, at Noon.
STRAITS & CALCUTTA	YATSING	TUESDAY, Aug. 19, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Aug. 22, at 3 p.m.
STRAITS & CALCUTTA	FOOSANG	SATURDAY, Aug. 23, at 3 p.m.
KOBE	KWASANG	TUESDAY, Aug. 26, at 3 p.m.

CALCUTTA LINE—This line has now been reorganized and affords regular sailing to Calcutta
via Singapore and Swatow. Steaming from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow. Steaming from Shanghai steamers proceed via Canton and Hongkong to Japan,
occasionally calling at Swatow.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation; sailings from both ports start Friday.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Hanoi when convenient.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
spot-date accommodation for passengers.TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Dairen.Under Straits Government Passenger Regulations. All European Passengers, leaving the Colony
for Straits Settlements are required to produce on arrival at destination passports with their
Photographs and description affixed thereto.

For Freight or Passage, apply to—

Tel. No. 315.

THE GENERAL MANAGERS.

JARDINE, MATHESON & Co., Ltd.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" About August 13.

"ELDRIDGE" About August 18.

"EDMORE" About August 28.

"WEST HEPPBURN" Middle September.

For PORTLAND direct.

"COAXET" Late August.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Fifth Floor, Hotel Mansions.

Telephones 2477 & 2478.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

"SHINYO MARU" 11,000 13th August.

"PERIA MARU" 9,000 26th August.

"KOREA MARU" 20,000 16th September.

"KIPPON MARU" 11,000 25th September.

"TENYO MARU" 22,000 2nd October.

"SIBERIA MARU" 20,000 10th October (from Yokohama).

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

"ANYO MARU" 18,500 Sept. 10th.

"SEIYO MARU" 14,000 Nov. 4th.

"KIYO MARU" 17,200 Nov. 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.,
and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

SINGAPORE BUILDING.

Telephone Nos. 2274 and 2275.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 21st August to—

SINGAPORE, PENANG AND BELAW N DELI.

This vessel offers excellent Cabin accommodation for passengers.

Wireless Telegraphy.

For Freight and Passage apply to—

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Moj) Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

STEAMERS	FROM	DATE
Monteagle	Hongkong	Aug. 16
Empress of Japan	Hongkong	Aug. 20
Empress of Russia	Hongkong	Sept. 3
Empress of Asia	Hongkong	Sept. 10
Monteagle	Hongkong	Oct. 2
Empress of Japan	Hongkong	Oct. 15
Empress of Russia	Hongkong	Oct. 30
Empress of Asia	Hongkong	Nov. 7
Empress of Japan	Hongkong	Nov. 27
Empress of Russia	Hongkong	Dec. 10
Monteagle	Hongkong	Dec. 23
Empress of Russia	Hongkong	Jan. 12

FARES HONGKONG TO UNITED KINGDOM.

"EMPEROR OF RUSSIA" Gold £42

"EMPEROR OF ASIA" Gold £42

"EMPEROR OF JAPAN" Gold £42

"EMPEROR OF RUSSIA" Gold £42

CANADIAN NEW TRAIN DE LUX

"THE TRANS-CANADA LIMITED"

Vancouver to Montreal 10.15 hours.

For particulars regarding passage rates, sailings and through bills of lading, via Vancouver, in connection with the Canadian Pacific Railway to all Overland Points in Canada and United States, also to Europe and West Indies, apply to

J. M. WALLACE, General Agent.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAIPHONG Capt. J. W. Evans WED. DAY, 13th August at 3 p.m.

QUINNEBAUG Capt. Medina FRIDAY, 15th August at Noon.

HAITAN Capt. A. B. Stewart TUESDAY, 19th August at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" August 22nd, 1919.

"CHINA" September 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

FROM HONGKONG: Connecting with

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and

CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMER SAILA.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to BRIS & Co., Canton.

TO THOSE GOING AWAY

Keep in touch with local happenings

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ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

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Price \$13 PER ANNUM, INCLUDING POSTAGE.

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"CHINA MAIL" OFFICE.

HOW MRS. JONES DOES
HER WORST.

Owing to the silly lies most of us were told in childhood we are afraid to face frankly the problems of birth, says Dr. Marie Stopes, D.Sc., Ph.D., in the *Daily Mail*. So as a nation we go muddling along in the way of our grandparents, and babies "come" apparently at the instigation of an ironic fairy, who brings them most frequently to women who have already had more than they want.

Our grandparents muddled along and all was well; at least, all seems at this distance to have been well. But a great many of our grandparents lived in the country, and the open spaces, clean air, and sunshine did something to counteract the other evils of their ways.

Now most of us live in the towns, and that makes a great and cruel difference. The evils that were inherent in our grandparents' system are now without the counterbalancing good, and ride unbridled over us. Look at the number of babies that die; look at the faces of the young children who through the towns!

If you can go down the mean streets of our cities, searching each face for its story, for its revelation of the bodily condition of its owner, and you can come back without curses on your lips for the folly and horror of the system that makes them, you are built of cast iron. Are these puny-faced, gaunt, blotchy, ill-balanced, feeble, ungainly, withered children the young of an Imperial race?

Stop and let us speak to Mrs. Jones. Ask her why she had Jennie while Tom was still less than a year old, when she had only just buried Sally on her second birthday—ask her if she thought she could do justice to children coming in rapid succession like that! If she is not dazed into stupidity by physical exhaustion she will tell you: "I knew I was too weak—but there, what is one to do? They come, bless 'em, and once the baby is there love for it seems to grow, however much you didn't want the last one!"

Jennie is white and puling, a waiting scrap. You ask her mother if she nursed Tom while Jennie was coming. "Of course I had to, with milk the price it was; I don't hold with bottle babies, and doctor didn't, either. My neighbour had to use a bottle at times, poor thing, for she has 11 children and buried 9—11 births, that is; of course, there were others that didn't get so far."

You ask her why she and her neighbour do not take control of their own and their children's health by refusing to have babies one on top of each other so that each one saps the strength of the next one and all sap the mother's strength beyond repair? She will answer: "What can a poor woman do?"

Now is it for Mrs. Jones to take the initiative? Isn't it for the leisured, the wise, to go to her and tell her what are the facts of life, the meaning of what she is doing, and what she ought to do?

The serious truth is that not many of the leisured and the learned have bothered to think out the meaning of what she is doing. If they realised it, surely an outcry of dismay would be raised, for Mrs. Jones is destroying the race!

Strong, healthy men and women—men "fit" enough for the Army, even if they are at work in times of peace; women strong enough to be glad mates to men are needed by the State in ever-increasing numbers.

What is Mrs. Jones providing for the State, at great cost, and at perpetually recurrent agony to herself? Nine times in twelve years she produced a potential citizen. Of these, six died and were expensively buried before they were two years old; one lived who somehow was not "all there"; two others live, but one of these has had teeth, and the other, as Mrs. Jones herself said, "was never strong. How

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICESTO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON.

S.S.	Leaves HONGKONG about	Due MARSEILLES about	Due LONDON about
NAGOYA KHIVA	29th August 23rd October	29th September 25th November	7th October 4th December

BOMBAY via STRAITS & COLOMBO.

S.S.	Leaves HONGKONG about	Due BOMBAY about
DUNERA	7th Sept.	26th Sept.

CALCUTTA via STRAITS and RANGOON.

ARRIVATION APCAR	2nd Sept.	Due Calcutta 25th Sept.
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SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leaves HONGKONG about	Due Shanghai & Kobe about
ARRIVATION APCAR ITOLA	10th August at Noon 20th August	Shanghai & Kobe Shanghai & Kobe

Tickets Interchangeable.
P. & O. Australia Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by B.I.S.N. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered without notice.

Consignees are reminded of the necessity of applying to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m.
on Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognised. No Claims will
be admitted after the goods have left the Godowns.

For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
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E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1116. 23, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai &
Japan ports.Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee and St. Paul Railways.

KASHIMA MARU (Omitting Keelung) Saturday, 23rd August, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Friday, 19th September, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

INABA MARU Friday, 22nd August, at Noon.

KAMO MARU Friday, 5th September, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU Wednesday, 20th August, at 11 a.m.

TANGO MARU Wednesday, 24th September, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Managua,
San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

SEINGO MARU Wednesday, 13th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Saturday, 23rd August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KOSOKU MARU Friday, 16th August.

ATSUTA MARU Tuesday, 19th August, at 11 a.m.

BOMBAY MARU Thursday, 21st August.

SHIDZUOKA MARU Thursday, 4th September, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.)

TAMURA MARU (Marseilles & Liverpool) Middle of August.

WAKASA MARU (London & Antwerp) End of September.

TSUYAMA MARU (Marseilles & Liverpool) End of September.

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone Nos. 292 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipways and can accommodate any craft
of 200 feet long.

Works Office: 48, CONNELL ROAD, CENTRAL, HONGKONG. Telephone No. 429.
Shipping Office: 20, WING WOO STREET, CENTRAL, HONGKONG. Telephone No. 2.
Estimates furnished on application.

WONG PING WA, Manager.
Hongkong April 1, 1918

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shinyo Maru	Toyo Kisen Kaisha	On 13th August.
San Francisco via Shanghai, Japan, &c.	Paruta Maru	Toyo Kisen Kaisha	On 25th August.
San Francisco via Shanghai, Japan, &c.	West Conob	Pacific Mail S.S. Co.	On 15th August.
San Francisco via Shanghai, Japan, &c.	Colombia	Pacific Mail S.S. Co.	On 15th August.
San Francisco via Shanghai, Japan, &c.	China	China Mail S.S. Co., Ltd.	On 15th Sept.
San Francisco via Shanghai, Japan, &c.	Nanking	China Mail S.S. Co., Ltd.	On 15th Sept.
San Francisco via Shanghai, Japan, &c.	Western Knight	The Admiral Line	On 15th Sept.
Victoria, Vancouver, Seattle & Tacoma	Africa Maru	Osaka Shosen Kaisha	About 15th August.
Victoria B.C. & Seattle via Shanghai, &c.	Kashima Maru	Nippon Yusen Kaisha	On 15th August.
Vancouver via Shanghai, Japan, &c.	Monteagle	Canadian O.S. Ltd.	On 15th August.
Vancouver via Shanghai, Japan, &c.	Empress of Japan	Canadian O.S. Ltd.	On 15th August.
Kobe	Namsang	Jardine, Matheson & Co., Ltd.	On 15th Aug. at 5 p.m.
Australian Ports via Japan	Anjo Maru	Toyo Kisen Kaisha	On 15th Aug. at 11 a.m.
Australian Ports	Eastern	Gibb, Livingston & Co.	On 15th Aug. at 11 a.m.
Portland	Coast	The Admiral Line	About 25th August.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 25th Aug. at 11 a.m.
Shanghai & Kobe	Kosoku Maru	Nippon Yusen Kaisha	On 13th August.
Shanghai and Kobe	Yara	F. & O. B. & A. L.	On 20th August.
Shanghai	Tungshing	Jardine, Matheson & Co., Ltd.	On 15th Aug. at 11 a.m.
Shanghai	Wesang	Jardine, Matheson & Co., Ltd.	On 15th Aug. at 11 a.m.
Straits & Calcutta	Footscray	Jardine, Matheson & Co., Ltd.	On 15th Aug. at 11 a.m.
Singapore, Penang & Belawan-Deil	San Waiwajick	Osaka Shosen Kaisha	On 15th Aug. at 11 a.m.
Taku via Swatow	San Waiwajick	Osaka Shosen Kaisha	On 15th Aug. at 11 a.m.
Keelung via Swatow and Amoy	Amakusa Maru	Osaka Shosen Kaisha	On 15th Aug. at 11 a.m.
Swatow, Amoy & Fuchow	Hsiehlong	Douglas Lapraik & Co.	On 15th Aug. at 11 a.m.
Manila	Tuansang	Jardine, Matheson & Co., Ltd.	On 15th Aug. at 11 a.m.
Japan	Borneo Maru	Doddwell & Co., Ltd.	On 15th August.
Bombay & Colombo via Singapore	Shingo Maru	Nippon Yusen Kaisha	On 15th August.
London & Antwerp	Amazon Maru	Nippon Yusen Kaisha	On 15th August.
London via Spore, Pang & Cibo &c.	Inaba Maru	Nippon Yusen Kaisha	On 15th August.
Mauritius, Delagoa Bay, Durban	Tacoma Maru	Osaka Shosen Kaisha	On 15th Sept.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU
CHEIAN MARU
KUMAKATA MARU.

For Particulars Please Apply to—
M. KOEYASHI, Agent.
Tel. No. 140 & 155. Top Floor, King's Building.

SINGAPORE RUBBER
SHARE MARKET.MESSRS. FRASER & CO'S
"QUOTATIONS."

SINGAPORE, July 25.

Alor Gajah (\$1) ...	3.15	3.30
Amal, Malay ty. pd. ...	2.60	2.80
Ayer Hitam (\$5) ...	14.50	15.25
Ayer Kuning (\$1) ...	1.15	1.30
Ayer Molek (\$1) ...	2.35	2.55
Ayer Panas (\$5) ...	11.10	11.60
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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

(Continued from Page 1.)

MUNITIONS EXPLODE.

LILLE, August 9th.
An explosion occurred today in a munitions depot near Lille. Up to the present, three civilians are known to have been killed and 30 wounded, exclusive of the casualties among British soldiers, Chinese labourers, and German prisoners.

HAEKEL DEAD.

BERLIN, August 9th.
The death is announced of Professor Ernst Haeckel, who was born in 1834, was an eminent German scientist and philosopher. He was for many years Professor of Zoology at Jena University. He has been an earnest supporter of the Evolution theory, and his writings have been popular throughout Europe.

COMPOSER DEAD.

FLORENCE, August 10th.
The death is announced of Signor Ruggiero Leoncavallo, the famous composer. (Leoncavallo was born in Naples in March, 1858, and was educated at the Naples Conservatory. His works were "I Pagliacci," "Mabius," "Chatterton," "La Bohème," "Zaza," "Bolando von Berlin," "Maia," and "Malbrunck.")

TARIFF REFORM.

LONDON, August 9th.
The Board of Trade has issued regulations determining what articles will benefit by Imperial preference, under the provisions of the 1919 Finance Act, as being of genuine Empire origin, and fixing the proportions of the value of consignments so benefiting. They state that the goods shall not be deemed to be manufactured in the British Empire unless 25 per cent. of the total value is the result of labour within the Empire.

GOOD TRADE RETURNS.

LONDON, August 9th.
Yesterday's message in regard to the increase in exports during the month of July should read £14,000,000 instead of £12,671,024.
The trade returns surpass all previous records, both in imports and exports.

NEW FLYING RECORD.

PARIS, August 8th.
The French aviator, M. Maurice Wabillon, has beaten the world's height record.
With a passenger in his machine, he reached a height of 25,250 feet.

PROFITTEERING ACT OF 1919.

DOES THIS MEAN A NEW ORDINANCE FOR HONGKONG?
LONDON, August 9th.
The text has been issued of the Profiteering Act of 1919.
It empowers the Board of Trade to investigate prices, receive complaints in regard to unreasonable profit, and after hearing the parties, issue an order fixing a price requiring the seller to repay the excess to the complainant, and requiring the complainant to purchase at such a price.
Alternatively, the Board may prosecute the seller in a Summary Court, where he will be liable to a maximum fine of £200, or imprisonment for six months.
Where a Company is convicted, every Director and Officer shall be deemed guilty unless he proves his non-complicity.
The Act does not apply to controlled articles.
The Board may delegate its powers to local committees appointed by the local authorities.
The seller will have the right of appeal to Appeal Tribunals appointed by the Board.
The Board may authorise the local authorities to trade in articles to which the Act applies. All information will be treated as confidential.
The Powers of the Board of Trade will be exercised jointly with the Food Controller regarding articles of food.
The Act will continue in force for six months.

SILESIA.

PARIS, August 9th.
It has been decided, during the plebiscite in Upper Silesia, that the Big Four will send equal detachments to maintain order.

U.S.A. NEWS.

PARIS, August 9th.
The Associated Press reports that it is reported here that General Pershing has been recalled home suddenly.
The only reason given is that it is believed to be in connection with the strike situation in the United States.

WASHINGTON, August 9th.
President Wilson, addressing Congress on the necessity of living, recommended the continuation of the Food Control Act with substantial penalties for profiteering, including criminal prosecution. He urged legislation requiring that foods released from cold storage be priced the same as when they entered, also a federal licensing system to ensure competitive selling.
He appealed for the prompt ratification of the Peace Treaty, because permanent relief would be impossible while the country was neither at war nor at peace.
He said that the demands for higher wages were justified if there was no other means of enabling the men to live.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. It has been found that if the mother gives her child a few drops of this medicine at the first sign of trouble, the child will be comfortable and the mother will be able to keep the child at home. It is a safe and sure remedy for all cases of teething. It is a safe and sure remedy for all cases of teething. It is a safe and sure remedy for all cases of teething.

THE CHANNEL TUNNEL.

With the exception of the Suez and Panama Canals, there is no constructive work in the field of civil engineering which has had so world-wide an interest as the proposed link between the British Isles with the Continent by some form of roadway. Although in later years the proposal has always contemplated the construction of a tunnel, the history of this project finds that other methods, such as the building of long low-level jetty, of high-level bridges, and of tubes laid on the bottom, were suggested and were made the subject of more or less serious investigation.

EARLY FRENCH PROPOSALS.
The first definite plan was made by a French engineer, M. Mathieu, who proposed to Napoleon I. in 1802, the construction of a tunnel which would afford a post road between the two countries. To Napoleon, himself, a great engineer of during the Empire, the plan must have seemed more feasible than to many of his contemporaries.

In 1833 Thome de Gamond is said to have made very extensive experimental borings in France and England to determine the character of the geological formation. His borings were inadequate. Three times he went down in a diving bell to bring up specimens from the bed of the Channel, and altogether, between the years 1833 and 1836, he brought forward no less than six separate proposals. The first of these in 1834 contemplated a tube of iron plate laid on the bed of the Channel from Calais to Dover, the length of which would have been 24 miles.

Then, in 1835 he proposed the construction of a bridge 24 miles in length, which he estimated could be built for £22,000,000.

His third proposal was to build two jetties, each extending five miles out from the shore, with their outer ends connected by a pontoon bridge. This construction would have been 21 miles in length.

His fourth proposal contemplated a jetty reaching from shore to shore, with three navigable channels spanned by swing bridges.

In 1836 he abandoned his previous plans in favour of the more practicable scheme of driving a tunnel from Cape Gris-Nez to a point halfway between Dover and Folkestone. The tunnel was to be so located that it would pass under the east end of what is known as the Varne Shoal, where he proposed to sink a construction shaft.

Ten years later he modified his location so as to make a landing at Folkestone, and he proposed to use the shaft to excavate material and empty the spoil at the shaft, thereby forming an island of considerable extent. In 1849 this plan was so well thought of that a French-British Committee was formed to look into it. The tunnel was to be cut by means of a Rotary Boring Machine, the estimated time was four to five years, and the cost £8,000,000. De Gamond died in 1875.

In 1851 Hector Horeau drew up the plans for an electric iron tube.

Meanwhile, the British had been investigating the problem on their own side of the Channel, and in 1866 Chalmers proposed the construction of two circular iron tubes, which were to be laid on the bed of the Channel. These were to be lined with brick and cast externally with timber. Chalmers claimed that the tubes would sink up the tubes and thereby ultimately form an embankment 40 ft. high by 150 ft. wide. The estimated cost of this scheme was £12,000,000.

We should state, just here, that for the above data on the French investigations and for the following account of the British end of the enterprise, we are indebted to a series of chapters which ran in *The Engineer* of London, of November and December, 1916.

Chalmers was followed by Charles Marden, who designed a tube with a double skin, the annular space between the skins to be filled with concrete. The estimated cost of this tube was about £12,400,000.

In the early part of the latter half of the 19th century, considerable attention was given by engineers to the possibility of pneumatic operation of trains, and we find that subsequently to Marden's proposal, Bateman and Révy got out a design for a cast-iron tube, which was to be carefully machined on its interior face, and closely fitting cars were to be propelled through it by pneumatic power.

Zerah Colburn, that prolific and original engineer, proposed the construction of the tube in sections in a long drydock. When a section had been completed, it was to be forced out through the dock gates, some form of stuffing-box being contemplated which would allow this to be done.

Then came Page, who in 1870 proposed to moor at intervals across the Channel eight iron shafts and to lay the tubes between them on the bed of the Channel. They were to be covered with concrete.

Next came Peter W. Barlow, who proposed an iron tube, which was to be surrounded with 2 ft. 8 in. of brick laid in asphalt. Outside of the

PHILIPPINE CROPS DOUBLED IN A YEAR.

Manila, July 20.—With the value of the hemp, sugar, tobacco and coconut crops of the Philippines nearly double in 1918 the figure for the previous year, agriculture is credited with a large share in the increased prosperity which has come to the islands, according to the annual report of Director Hernandez of the bureau of agriculture. The only blot on the record was the scarcity of foodstuffs, as the Philippines failed to produce the supplies of rice and other products necessary for home consumption.

Barlow was to be a covering of 6 inches of timber. Barlow was optimistic as to cost, believing that the thing could be done for £3,000,000.

Then came Paul J. Bishop, with two elliptical cast-iron tubes, which he believed that he could put across for £22,000,000. The tubes were to be lined with 12 inches of brick laid in cement, with a facing of 3-inch plate. Traction was to be either by steam locomotives or pneumatic.

AN EXHAUSTIVE INVESTIGATION.
This brings us to the great Sir John Hawkshaw, who, in company with Sir James Brunlees and Mr. William Low, began to study the problem in 1864 and devoted an immense amount of time and energy to the work. Extensive borings were made on either shore, and a thorough geological examination was made of the bottom to determine the lay of the strata. As the outcome, a complete Channel tunnel scheme was developed by Sir John Hawkshaw as engineer of a company formed in 1872. Sir John realized that the project was first and last a geological one. Special apparatus was designed for sounding and securing specimens of the bottom.

The question was to determine whether the thickness of the lower beds of chalk as measured on the white cliffs on the British and French sides, where all the beds are exposed, was maintained after the lower beds dip beneath the sea. The borings showed no great diminishing of thickness as the beds were followed seaward from the shore.

A concession was obtained in 1876 from the French, and an English bill was presented in 1875. It should be mentioned that though the attitude of the British Government was always conservative, the French Government always warmly endorsed the scheme.
Hawkshaw's design called for a single double-track tunnel, the boring being 36 ft. in diameter and the finished internal diameter 30 ft. Its length was to be 31 miles and its cost £8,000,000. Much study was given to the question of ventilation, which was provided for by building the tunnel with three solid iron passages forming in the roof floor of the tunnel, which was about 10 ft. in depth. Ventilation was of prime importance because it was proposed to use steam locomotives. Investigation showed that, in those days (1875), the proportion of carbon dioxide in the atmosphere was 20 to 32 parts, and in the low courts of London 18 to 20 parts, and in a first-class carriage on the underground railway 22.5 parts per 10,000. With 48 trains each 24 hours drawn by steam locomotives, it was estimated that the carbonic acid gas at each quarter-length of the tunnel would be 123 parts per 10,000 in excess of the normal quantity of 34 parts.

PROPOSALS TO BRIDGE THE CHANNEL.
Of the various bridges proposed, none should be made of the Bontel suspension bridge, which was to be carried upon 25 cast-iron piers extending 40 ft. above sea level.

The only plans for a bridge which were ever worked out in full detail were those of M. Schneider and H. Hersent, associated with Sir John Fowler and Sir Benjamin Baker of the Forth Bridge. This bridge consisted of great cantilevers, 200 ft. deep and 2,625 ft. in length, each cantilever carried upon two piers 1,500 ft. apart, and a series of suspended spans 375 ft. in length carried by the cantilevers. The structure, therefore, would have consisted of alternating spans of 1,500 and 900 ft. The piers were to be built by the caisson method. The caissons, 100 ft. by 240 ft. in plan, were to be towed out and sunk through the overlying mud to firm bottom. The total length of the bridge was to be 2 1/2 miles, with 118 piers and two abutment piers. Provision was made for two railroad tracks, and the total weight of steel in the whole bridge would have been 771,265 tons. The estimated cost in 1889 was £24,000,000, which means that it would cost to-day not far short of £80,000,000. Not merely the cost but the destructibility of a bridge renders that type of crossing out of the question.

THE PRESENT PLAN.
The strata at the Channel consist, commencing at the bottom, of gault and upper green sand; the latter chalk, followed by the middle chalk and the upper chalk. The tunnel will be driven through the grey chalk which is found at a depth of 80 ft. at Dover and 80 ft. at Sangatte. The material is compact and impervious to water; it contains no flints, and, as far as known, has no fissures or slides. Should heavy loads occur they could

JAPAN ON THE RICE QUESTION.

The Government have decided to revise Imperial Ordinance No. 92, promulgated in 1918, relating to the importation of foreign rice, in order that reliable merchants of good standing may be commissioned to purchase and sell foreign rice and cereals. In this connection a certain high official is quoted by the *Osaka Mainichi* as saying that the actual crop of rice in Japan last year was over 54,700,000 koku, while the imports from Korea reached 1,700,000 koku, from Formosa 700,000, and from other countries 1,000,000, making a total of 31,100,000. It is expected that in the near future about 1,500,000 or 1,600,000 koku will be imported. So there is no reason to anticipate a shortage. However, in view of the high price of rice, the Government have decided to store foreign rice and other cereals in Tokyo as much as possible so as to keep down prices. The Imperial Ordinance "has been revised with this object in view. The Government will not appoint any special merchants but will commission any merchants of good standing whom the Government consider suitable to purchase and sell. The Government will, of course, compensate the merchants for any loss arising from the said purchase and sale.

be grouted up. The chalk is remarkably free from water. There will be two main tunnels 18 ft. in diameter, placed 36 ft. apart, centre to centre. At frequent intervals they will be connected by cross-passages fitted with air-tight doors. Each tunnel will have a total length of 31 miles, including the junctions with French and British lines. The excavation will be done by shields and modern boring machines, which will be able to make rapid progress through the chalk. The excavated material will be carried back by belt conveyors to the surface, and will be drawn to the terminal shafts by electric locomotives. The tunnels will be iron lined, grouted up on the outside and lined on the inside with cement concrete.

DRAINAGE.
The drainage system will consist of separate tunnels, which will tap the main tunnel at its lowest level and carry off the water to the sea. At frequent intervals they will be connected by cross-passages fitted with air-tight doors. Each tunnel will have a total length of 31 miles, including the junctions with French and British lines. The excavation will be done by shields and modern boring machines, which will be able to make rapid progress through the chalk. The excavated material will be carried back by belt conveyors to the surface, and will be drawn to the terminal shafts by electric locomotives. The tunnels will be iron lined, grouted up on the outside and lined on the inside with cement concrete.

There is no question but that the tunnel will now be built. The former British fear of invasion, never well founded, has disappeared in the presence of the close alliance of the past five years and the demonstrated value of the tunnel in the event of future joint hostilities of France and Great Britain against the common enemy. Probably construction will await the return of more normal conditions in the industrial world; but we look for the completion of this great work within a decade.—*Scientific American*.

CHANNEL TUNNEL COMPANY, LTD.

Presiding at the general meeting held in London, Baron Emile B. D'Erlanger said that the directors considered the completion of the Channel Tunnel which the Company began fifty years ago one of the most important items in our national policy of reconstruction. It was essential from a political point of view in order to link our destinies with those of France as closely in peace as in war, and it was essential in no less a degree from the point of view of political economy. Our Empire was essentially a commercial empire; its foundation stones were laid by trade, commerce, and industry, and that was why it had grown into the biggest and strongest empire of which the world's history had kept the record. If we were to keep this record unblemished and unchallenged we must by all legitimate means and therefore peaceful means maintain our position in the world's trade, commerce, and industry. Who would gainsay that in the competition for the markets of the world the question of quick, safe, and cheap transportation was not a dominant factor? The speediest, the most reliable, and he ventured to assert the cheapest access to the markets of continental Europe would be best assured by the construction of the Channel Tunnel. If Parliament and public opinion agreed with the directors on this point let the question be debated at once in Parliament and this matter be set at rest once and for all. The Channel Tunnel Company, which had spent hundreds of thousands of pounds in preliminary work, was prepared at any time to promote a bill in Parliament for the construction of the tunnel, fully realising that it had to satisfy the House of Commons on certain important points.

THE GROWING TYRANNY OF THE STATE.

In an address delivered before the members of the Institute of France recently President Wilson touched upon the relations of the State and the individual and the tendency shown to regard the State as "dominating the fortunes of men by a sort of inherent and sacred authority." The subject is, of course, not a new one. It was discussed many times by that group of English philosophers which, over fifty years ago, endeavoured to show what such relations should be. We know now that they were, more or less unconsciously, seeking to stem the tide that was rolling in from the opposite direction. Among the more influential countries Britain was almost, if not quite, alone in Europe in maintaining a very distant relationship between the State and the individual. France had shifted from one extreme to the other, but had never really escaped from State interference, whether the State was represented by an autocrat or by a popularly elected government. Germany was wrapping herself more and more in the folds of the cloak of State and taking comfort in the envelopment, while the lesser Powers either followed in mimicry or comforted themselves in their ancient beliefs. If Spencer and Mill failed to convince their countrymen that the State might be as tyrannical as the autocrat and required as careful watching we need not follow Lord Morley in regarding their work as futile. They kept the light of liberty burning and it may be that the light will yet serve as a beacon. To some extent the widening of knowledge has served to darken counsel. By coming into contact with numerous other forms of polity Britain received impressions that perhaps have not been the only path. In the present generation we have seen Japan set up as an example of a country where the relationship between the individual and the State was of an ideal character, and for years attention was directed to Germany as also exhibiting ideals which were worthy of consideration. President Wilson, in his address before the Institute of France referred to the influence of German thought on political science and the wrong ideas which were spread through the universities of America by those who had carried back from their German studies a remembrance of those ideas. Those to whom Germany was a spiritual home were to be found in all countries, however, and what Mr. Wilson describes as "a fundamental misconception of the State and of the political life of the people" served to divert British as much as American ideas. It will be recollected how, before the war, the efficiency of Germany was compared with the (relative) inefficiency of Britain. It is true that the efficiency proved not so remarkable on closer inspection. Stories of the German workmen's superior position proved on investigation by British working men to be exaggerated. But a correction of a misstatement never makes such an impression as the statement itself and you have only to repeat a statement a sufficient number of times to ensure a belief which no amount of correction will overcome. Nor has the war entirely shattered these beliefs in the superiority of German relations between the State and the individual. The militarism, of course, was bad and had to go, but there still remains a suspicion that German State organisation will give Germany an advantage. Japan's "efficiency" has so persistently been advertised that in circles where no expert knowledge obtains any attempt to challenge the belief results in charges of bigotry or racial prejudice. The efficiency is, of course, attributed to some superiority in the relations between the State and the individual which results in the production of a better machine. It is the machine which is the ideal of such thinkers, who forget that a machine does only what it is made to do and no more.

By these and other influences there has been in Britain a steady drift away from the former ideal of non-interference by the State. In the United States the tendency has been still more pronounced, but the case of a nation which is still in the melting-pot presents peculiar features which make reaction almost inevitable. If we take it that the line of progress is in the direction of less government, then when there is a mixture of various races each trained in different political ideals there is certain to be a restraint, if not an actual reversion, of the movement towards liberty, which may result in a confusion of thought and the mistaking of the false for the true. Prohibition in the United States seems to have arisen from some confusion of thought, an argument apparently being that if it is advisable that alcoholic liquors be withheld from a certain portion of the population then it is even more advisable that such liquors should be withheld from all. The State has assumed the task of controlling the individual not in his relation to himself, a position which if carried to its logical conclusion results in an enslavement much more real than that obtaining under a tyranny. The State, on these lines can supervise the life of the individual from

CUNARD LINE AND CANADIAN TRADE.

The Cunard line announces that Mr. Robert W. Redford has been appointed a director of the Company. Mr. Redford is president of the Robert Redford Company, of Montreal, general agent of the line in Canada. The Redford Company has been established for over fifty years, and has branches at Quebec, St. John's, Halifax, Toronto, and Portland. It has just been reorganised, and the Cunard line, which has acquired an interest in it, will be represented on its board by Sir Ashley Sparks and Mr. Williams Phillips. The Cunard's Canadian trade is to be increased, and the services not only from Canada to the United Kingdom but to the Continent are to be reinforced. When opportunity offers further extensions to Mediterranean and Black Sea ports may be made.

his birth to his death. It can decide whether he shall be allowed to come into the world, and, indeed, proposals for a regulation of marriages already obtain. It can—and does already quietly—decide what he shall be taught, what work he shall do, what pay he shall receive, what he shall do with his savings, and how much he shall leave to his children. It can even decide whether he shall get married and whether he shall have any children. In the world of thought it is equally inadvisable that the State should supervise his religious beliefs, his political opinions—if such things could exist in such a polity—and his views of philosophy. From the way of spelling his language—(Germany has an official spelling book)—to the way he shall have his hair cut—if it be claimed that such are activities within the province of a State this is carrying State interference to the extreme of absurdity. It may be answered that it is no more absurd to decide how an individual shall have his hair cut than it is to decide what he shall drink. The argument that the nature of his drink is not a purely individualistic one since the abuse of alcohol may lead to assault and even murder may be equally applicable to the way of cutting the hair which it worn long and neglected may lead to the dissemination of objectionable diseases. Many countries already have regulations for the control of barbers' shops to prevent the spread of disease, and it would be perfectly logical to carry the legislation a step further and compel the individual to adopt a hygienic haircut. Of course the relations of the individual and the state are always bounded by the ability of the individual to rise himself. In a community careless to the crime of murder and prone to quarrel it is advisable to prohibit the carrying of weapons, on the same principle that one would not give a box of matches to a child as a plaything. But what the child is denied cannot be denied to the man who knows how to use it properly, and the restraint on the childhood of the world, if necessary now, either portend that mankind has made no progress or is going backward. The fact that State interference is demanded to repress some evil is usually taken as indicating that the evil is rampant. It should rather be taken as indicating that the evil is diminishing since the demand for legislation shows an awakening of the public conscience.

Evils which are general and widespread are subconscious; the public has not awakened to their nature. The policy of State interference still holds sway, however, and all the signs show that it is likely to be more and more followed—an indication, perhaps, of the rehabilitation of mankind. In private life as well as in business it is being more and more regarded as the panacea for all ills. In Britain a severe course of State interference in commercial matters during the war has brought something resembling a reaction, but that more indirect form of State interference in commerce, the imposition of protective duties on foreign articles, seems to be now more favourably considered. State interference in thought has, of course, flourished of late. War is the negation of progress and cannot be conducted without an infringement on the freedom of speech, and there has been so little free speech and so much official speech during the war that the public sense of truth has been seriously impaired. It will cost an effort to restore the right of free speech in Britain so much has it been trampled underfoot. The war with Germany may be over but the war on free speech is by no means over and the restriction on a British Government being alarmed lest the British people should be infected with Bolshevism ideas has lately been afforded the world. President Wilson claims that it is by the exposure of folly that it is defeated. The axiom cuts both ways. If to prevent free speech is to give fully an appearance of wisdom, fully, freely advertised may openly pose as wisdom if free speech is denied or even curtailed.—*Japan Chronicle*.

HOW MRS. JONES DOES HER WORST.

(Continued from Page 8.)

From Mrs. Jones's family, then, the State receives two workers, neither "fit" enough for the Army, and it has the debit account of a feeble-minded child, later to be a burden as a potential pauper. The State loses nine times over the healthy work of Mrs. Jones for varying periods, it loses the labour spent on babies' coffins, and it loses the vitality and joy which a healthy Mrs. Jones might have radiated. The cost to Mrs. Jones herself—only a woman can guess.

Now, is that account between Mrs. Jones and the State business? I am saying nothing about the sentiment of it. Let Mrs. Jones only have two healthy children and no more, and the State would at once gain; let her have three healthy children and they would be out of all proportion more valuable to the State than the three she has.

Now, why should Mrs. Jones and the State between them suffer the ill-health, the loss, the birth agonies nine times over for two unsatisfactory results, when she might have had a reasonable expectation of producing three or four good children from three or four carefully arranged, controlled and cared for births?

Why? She needed the knowledge of what is called "birth control," to begin with. Why did she not have it? Echo answers, because of our national stupidity, prudery, and barbarism. The conditions of modern life are a defiance of "Nature," and yet we do not equip the mothers of the race with the knowledge necessary wisely to control the unnatural conditions of life in which they find themselves.

LOCAL AND GENERAL.

Mr. Walter L. Johnstone, Shanghai agent for the Pacific Mail Steamship Company, has left Shanghai for an inspection trip of the output offices of the Company. During Mr. Johnstone's absence, Mr. H. F. Palmer will be in charge of the Shanghai office. Mr. Palmer is the Singapore agent of the Company and went to Shanghai to attend the conference of Pacific Mail agents.

The B. I. s.s. "Japan," which reached Singapore on the morning of August 4, from Hongkong for Calcutta, behind her scheduled time, encountered the tail end of a typhoon off the Macclesfield Bank, half way, approximately, between Singapore and Hongkong. The vessel had a rough time of it, the wind and heavy seas which prevailed carrying away her steering chains, and thereby delaying her progress.

A brass tablet to the memory of the late Mr. A. B. Bryson, who died on his way to Honolulu, has been erected by his relatives in St. Andrew's Church, Kowloon. At the Sunday services a tribute was paid to the faithfulness and Christian helpfulness of Mr. Bryson, whose readiness to assist the Church by gifts and voluntary service was well-known to all. The hymn "Nearer my God to Thee," inscribed on the tablet, was sung at both the morning and evening services.

An extraordinary incident is reported from Kyoto (Japan). It appears that recently when a man named Suzuki Kichiro, belonging to Tokio, was amusing himself near the bear's cage in the Kyojo Zoological Garden, the animal suddenly seized his arm and mauled him about the head. Some attendants went to the man's help and extricated him from the bear's grasp. The man was removed to the Imperial University Hospital in an unconscious state. His injuries are expected to keep him in Hospital a month.

The sugar market has continued in an unfavourable condition during the past week, the quotation remaining at about Y32 until Saturday, says the *Kobe Herald* of Monday, July 28. With the approach of the month-end it is anticipated that there will be some trouble owing to the inability of influential merchants to make delivery. Quotations on the 26th showed a drop of Y3, from Y32 to Y29, and it is expected that there will be a further decline to Y24. No transactions are reported in refined sugar, but the market price is still about Y40.

At a meeting in the office of Noronha & Co. last evening the Police Reserve Magazine Committee decided to wind up and cease publication. For some months past interest in the *Gazette* has been steadily declining. Thanks were accorded to all who had contributed to making the *Gazette* a success during the past three years. Monies paid in advance by subscribers and advertisers will be refunded, and the credit balance of \$100 will be forwarded to St. Dunstan's Home. Members of the Force and subscribers requiring spare numbers to complete their sets will be supplied with them gratis on applying to Crown-Serge Khan Sahib Hasham Khan, Money Order Office, up to Aug. 31.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. **ATSUTA MARU**, left London July 13 and is due here via Suez August 19.
 The s.s. **TIYAN**, due here August 25 and sails for Shanghai and Japan August 26.
 The s.s. **KEEM N**, due here August 26 and sails for Shanghai and Japan August 26.
 The s.s. **SHIDZUOKA MARU**, left London July 23 and is due here via Suez September 2.
 The s.s. **KAGA MARU**, leaves London Aug. 8 and is due here via Suez September 16.
 The s.s. **YOKOHAMA MARU**, leaves London Aug. 20 and is due here via Suez Sept. 30.
 The s.s. **INION**, due here September 4 and leaves for Shanghai and Taku September 5.
 The s.s. **KHIVA**, left London August 1 and is due here via Colombo, Penang and Singapore September 11, and leaves for Shanghai and Japan ports September 11.
 The s.s. **PELEUS**, due here September 17 and sails for Shanghai and Japan September 18.
 The s.s. **LYCAON**, due here September 21 and sails for Shanghai and Japan September 22.
 The s.s. **TELEMAHUS**, due here September 24 and sails for Shanghai and Japan September 25.
 The s.s. **MENTOR**, due here September 25 and sails for Shanghai and Japan September 26.
 The s.s. **GHESUS**, due here October 6 and sails for Japan October 7.
 The s.s. **TEUCER**, due here October 10 and sails for Shanghai and Japan October 11.

FROM SHANGHAI.

The s.s. **TERESIAS**, leaves Shanghai August 11 and is due here August 18.
 The s.s. **AGATHA**, leaves Shanghai August 20 and is due here on or about August 25.
 The s.s. **ALAN**, leaves Shanghai August 24 and is due here August 29.
 The s.s. **PUREHUS**, leaves Shanghai August 29 and is due here September 1.
 The s.s. **ELPENOR**, leaves Shanghai September 11 and is due here September 16.
 The s.s. **SEITOMARU**, due here from Moji October 24 and leaves for South America November 4.
 The s.s. **KAMU MARU**, leaves Yokohama August 22 and is due here Sept. 3.
 The s.s. **HYOMARU**, leaves Yokohama Sept. 5 and is due here Sept. 19.
 The s.s. **ATSUTA MARU**, leaves Yokohama Sept. 18 and is due here October 3.
 The s.s. **SHIDZUOKA MARU**, leaves Yokohama October 3 and is due here October 17.
 The s.s. **KAGA MARU**, leaves Yokohama October 17 and is due here Oct. 31.
 The s.s. **YOKOHAMA MARU**, leaves Yokohama October 31 and is due here November 14.
 The s.s. **TAMBA MARU**, leaves Yokohama Nov. 14 and is due here Nov. 28.
 The s.s. **PUREHUS**, leaves Yokohama August 16 and is due here September 1.
 The s.s. **ORESTES**, due here from Japan ports and Shanghai September 8 and sails for Europe September 10.
 The s.s. **ANTILLOCHUS**, leaves Yokohama August 30 and is due here September 16.
 The s.s. **ARRATON APCAR**, leaves Kobe August 18 and is due here via Moji August 26, en route for Calcutta via Singapore, Penang and Rangoon.
 The s.s. **LAOMEDON**, leaves Yokohama September 13 and is due here September 29.
 The s.s. **KHIVA**, leaves Yokohama October 1 and is due here via Kobe, Moji, Shanghai and Foochow October 12.

FROM JAPAN.

The s.s. **BORNEO MARU**, due here from Java ports August 22 and leaves for Japan ports August 31.
 The s.s. **HOKUTO MARU**, due here from Java ports September 9 and leaves for Japan ports September 12.

FROM MANILA.

The s.s. **CYCLOPS**, leaves Manila Sept. 23 and is due here September 24.

FROM AUSTRALIA.

The s.s. **TANGO MARU**, leaves Melbourne July 23 and is due here via Sydney, Brisbane, Townsville, Thursday Island, Zamboanga and Manila Aug. 22.
 The s.s. **NIKKO MARU**, left Melbourne Aug. 23 and is due here via usual ports September 19.

FROM AMERICA.

The s.s. **VENEZUELA**, leaves San Francisco July 28 and is due here via Honolulu, Japan ports, Shanghai and Manila September 3.
 The s.s. **PERSIA MARU**, left San Francisco July 24 and is due here via Honolulu and Japan August 31.
 The s.s. **KOREA MARU**, leaves San Francisco Aug. 2 and is due here via Honolulu, Japan and Manila Sept. 4.
 The s.s. **PUSHIMA MARU**, leaves Seattle August 5 and is due here via Japan, Shanghai and Manila Sept. 8.
 The s.s. **EMPEROR OF JAPAN**, left Vancouver July 24, and is due here via Japan ports, Shanghai and Manila Aug. 13.
 The s.s. **EMPEROR OF RUSSIA**, leaves Vancouver Aug. 7, and is due here via Japan ports, Shanghai and Manila Aug. 28.
 The s.s. **CHINA**, leaves San Francisco Aug. 6 and is due here via Honolulu and Japan Sept. 2.
 The s.s. **KATOWI MARU**, leaves Seattle Sept. 2, and is due here via Japan ports, Shanghai and Manila Oct. 2.
 The s.s. **ECUADOR**, leaves San Francisco Aug. 23, and is due here via Honolulu, Japan ports, Shanghai and Manila Oct. 1.

PASSENGERS ARRIVED.

Per s.s. **Montague**, from Vancouver, etc.: Lieut. Anderson, Mr. and Mrs. Lee Brown, Capt. P. A. C. Fy, Mr. F. McKelvie, Mrs. E. A. Fy, Mr. C. H. Reynolds, Mr. H. F. Smith, Mr. Martin Tyler, Mr. and Mrs. York, Mr. and Mrs. Kaur, Mr. R. M. Whitmore, Mr. P. S. Erickson, Mr. and Mrs. Hoyt, Mr. M. McNeill, Capt. Rice, Mr. J. H. Solomon, Major Drake, Mr. C. T. Ross, Mrs. Lee, Mr. Kew, Mrs. and Miss Chan, Mr. Yang Yit Cho, Mr. Chang, Mr. and Mrs. Y. K. Leong, Mr. Men, Mr. and Mrs. Tung, Mr. T. W. Ainsworth, Mr. and Mrs. B. D. Evans, Mr. D. McIntyre, Mr. L. E. Nichols, Mr. A. R. H. Phillips, Dr. and Mrs. Master Dos Santos, Mr. and Mrs. A. E. Service, Mrs. and Miss Wyers, Mr. J. Walton, Dr. W. H. Brown, Mr. J. D. H. Crawford, Mr. F. C. Ferguson, Mrs. E. Galbraith, Mr. J. G. H. Mr. B. L. Smith, Capt. Tarr, Messrs. L. and P. O. Young, Mr. Chan, Mr. Y. Chong Lee, Mr. Tam Lim Py, Mr. and Mrs. Yung Mun Chee and five children, Mr. S. P. Ong, Mr. and Mrs. Soo Chong, Mr. and Mrs. Lim, Mr. and Mrs. Wong, Mr. and Mrs. McMillan, Mrs. Emma Sharp, Mrs. Quee, Mr. W. T. T. Quee, and Mr. and Mrs. Montcalm.

PASSENGERS DEPARTED.

August 11.
 Per s.s. **Albatros**, for London, Mr. A. Lambdin, Miss E. G. Lambdin, Mr. J. Q. Ellis, Mr. T. H. Mr. W. H. Vase, Capt. E. P. Longland, Mr. G. Huggins, Mr. A. Roche, Mr. A. Waters, Mr. J. Narkby, Mr. J. Woodward, Capt. R. P. Roberts, Mr. W. Bardsley, Mr. W. Love, Mr. J. Harrison, Mr. P. Pytharsh, Mr. W. Skinn, Mr. A. Corbin, Mr. J. Hendry, Mr. F. King, Mr. D. G. Williams, Mr. and Mrs. Miller, Mr. T. Hitt, Mr. G. Elliott, Mr. W. G. Barrett, Mr. D. Williams, Mr. W. J. Owens, Mr. G. L. Wright, Mr. C. R. Kandie, Mr. G. W. Laird, for Singapore, Mr. J. H. Johnstone, Mr. R. J. Johnston, Mr. W. A. M. Vaughan, Mr. L. S. Polodsky, Mr. S. L. Shannon, Mr. A. W. Bourne, Mr. D. Lisenaar, Mr. A. W. de Neef, Mr. H. C. de Boer, Mr. R. A. Gijbe, Dr. C. Waterhouse, Mrs. L. Van Kolsveld, Miss B. Van de Bergh, Mrs. S. A. Wieman, Mr. H. St. L. Byford, Mr. and Mrs. G. W. Horna, Mr. J. S. Roelkins, Mr. F. H. Richmond, Mr. G. Roberts, Capt. C. H. Luxmoore, and Lieut. A. F. Taylor, Mr. and Mrs. F. W. Green, Mr. C. S. McAlister, Mr. N. Souboff, and Dr. M. S. Mebia.

MOVEMENTS OF STEAMERS.

The P. & O. B. & A. L. s.s. **Gallion** left Singapore for this port on the 11th instant, and is due here on the 17th instant in the afternoon.
 The T. K. K. s.s. **Persia Maru** arrived at Yokohama August 10th and will sail August 13th as per schedule, being due at Hongkong August 21st.
 The C.M.S.S. Co's s.s. **China** sailed from San Francisco on August 6th for the Orient, in accordance with schedule.
 The C.M.S.S. Co's s.s. **Tankin** sailed from Shanghai yesterday afternoon and may be expected to arrive in Hongkong on Thursday morning early.
 The C.P.O.S. Co's R.M.S. **Empress of Japan** left Nagasaki on August 11 and is due at Shanghai August 12.
 The C.P.O.S. Co's R.M.S. **Empress of Russia** sailed from Hongkong on July 10, and arrived at Vancouver on July 23.
 The P. & O. B. & A. L. s.s. **Hermelin** left Singapore for this port on the 10th instant and is due here on the 17th instant at about daylight.
 Latest Advice.
 The C.P.O.S. Co's R.M.S. **Empress of Asia** arrived at Shanghai on Saturday, August 9, a.m., left there Sunday, August 10, a.m., and is due at Hongkong Monday, August 11, a.m.
 The N.Y.K. s.s. **Shingo Maru** (Bombay Line) left Shanghai for this port on the 10th August, and is expected here on the 14th August.
 The N.Y.K. s.s. **Tokyo Maru** (Bombay Line) left Moji for this port on the 10th August, and is expected here on the 14th August.
 The N.Y.K. s.s. **Bombay Maru** (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 31st July, and is expected here on the 10th August.
 The N.Y.K. s.s. **Zempo Maru** (Australian Line) left Sydney for this port via Australian ports and Manila on the 1st August, and is expected here on the 22nd August.
 The Admiral Line's s.s. **Eldridge** (Seattle Line) sailed from Shanghai July 23 and is due at Hongkong about August 16 via Manila.
 The Admiral Line's s.s. **Edmore** (Seattle Line) sailed from Seattle July 16 and is due at Hongkong about August 23 via Yokohama and Kobe.

ARRIVALS.

August 12.
 CHIPSING, Brit., 1,109 tons, from Canton, Capt. G. F. Matthews, J.M. & Co. 57.
 YUEHSANG, Brit., 1,198 tons from Manila, Capt. Kennedy, J.M. & Co. 53.
 BOSU MARU, Jap., 1,000 tons, from Swatow, Capt. Inouy, O.S.K., Wanchai.

CLEARANCES.

August 12
 OENAN, Brit., 6 a.m., for Shanghai.
 HANOI, French, 2 p.m., for Haiphong, Laplace.
 The s.s. **NIPPON MARU**, leaves San Francisco Aug. 12 and is due here via Honolulu, Japan ports, Shanghai and Manila Sept. 2.
 The s.s. **TRINITY MARU**, leaves San Francisco Aug. 27, and is due here via Honolulu, Japan ports, Shanghai and Manila Oct. 1.

NOTICES.

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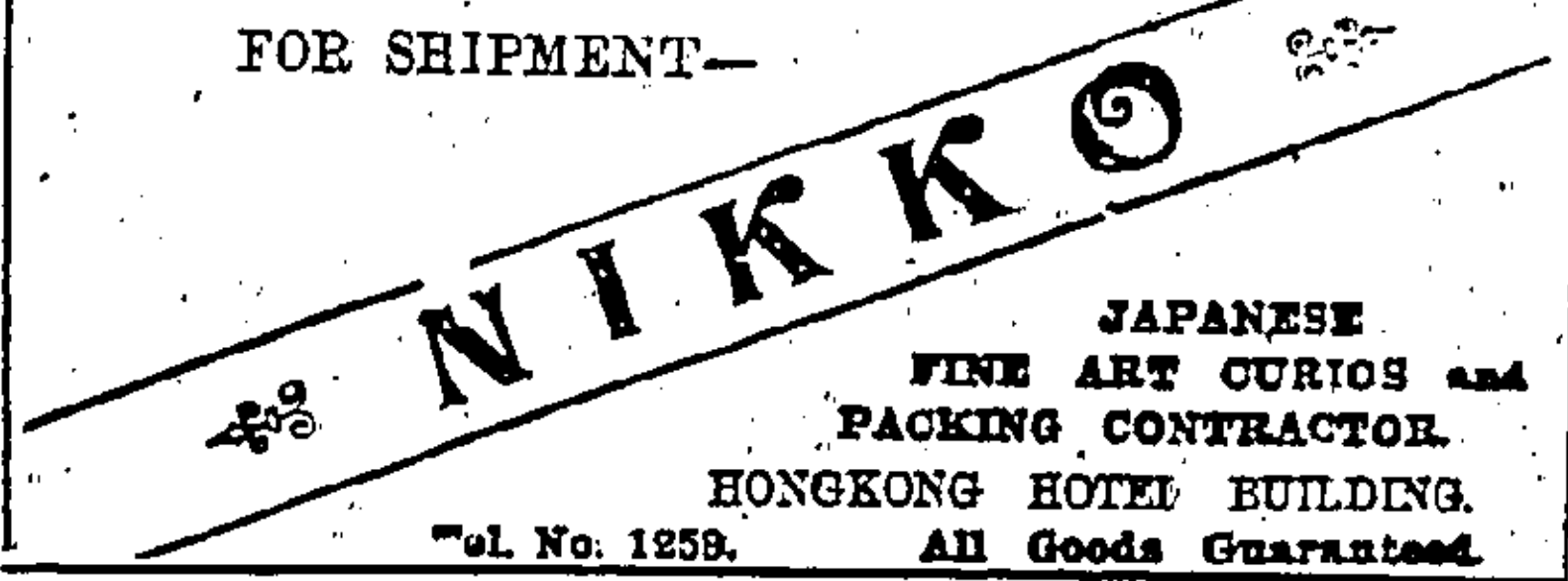
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POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Service to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Uniao, Vietnam, Trieste, Venice and Balne in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Force) and to Abyssinia, Bagdad, Frithure, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closed at 5 o'clock on the previous evening.

INWARD MAILS.

WEDNESDAY, August 13.
 Shanghai—Per SUYANG.
 THURSDAY, August 14.
 U.S.A., Canada and Japan—Per NANKING.
 SUNDAY, August 17.
 Straits—Per HERMELIN.
 Straits—Per GABLOZ.

OUTWARD MAILS.

WEDNESDAY, August 13.
 Shanghai, North China and Japan via Yokohama, Honolulua, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per COLOMBIA. Registration 9.15 a.m. Letters 10.00 a.m.
 Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per SHINYO MARU. Registration 9.15 a.m. Letters 10.00 a.m.
 Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per BINTANG. Registration 9.45 a.m. Letters 10.30 a.m.
 Swatow—Per CORNELIA. 5 p.m.
 Shanghai, North China and Japan via Nagasaki—Per ORESTES. 5 p.m.
 THURSDAY, August 14.
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden and Egypt—Per KASABA MARU. 9 a.m.
 Shanghai and North China—Per SINKIANG. 11 a.m.
 Swatow, Amoy and Foochow—Per HAI-HONG. Noon.
 Shanghai and North China—Per YUNSHING. 5 p.m.
 FRIDAY, August 15.
 Hoikow, Pakhoi and Haiphong—Per KAIFONG. 8 a.m.
 Swatow, Amoy and Formosa via Takao—Per BOSU MARU. 9 a.m.
 Swatow, Amoy and Foochow—Per QUINERBAIG. 11 a.m.
 Philippine Islands—Per YUENSANG. 2 p.m.
 Shanghai and North China—Per SUYANG. 5 p.m.
 SUNDAY, August 17.
 Hoikow and Straits—Per LINAN. 9 a.m.
 TUESDAY, August 19.
 Shanghai, North China and Japan via Kobe—Per ATSUTA MARU. 10 a.m.
 Swatow, Amoy and Foochow—Per HAITAN. Noon.
 WEDNESDAY, August 20.
 Philippine Islands, Australia and New Zealand via Thursday Island—Per AKI MARU. Registration 8.45 a.m. Letters 9.30 a.m.
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via LIVERPOOL—Per ATREUS. Registration 8.45 a.m. Letters 10.30 a.m.
 The Parcel-Mail will be closed on Tuesday, August 19, at 5 p.m.
 FRIDAY, August 23.
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARELL LBS—Per INABA MARU. Registration 9.45 a.m. Letters 10.30 a.m.
 SATURDAY, August 23.
 Formosa via Keelung, Shanghai, North China, Japan, via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADA—Per KASHIMA MARU. Registration 8.45 a.m. Letters 9.30 a.m.
 Japan via Nagasaki—Per TANGO MARU. 10 a.m.

FOR A WEAK STOMACH.

As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets. For sale by All Chemists and Storekeepers.

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"THE ADOPTED SON"

"THE PEST."

At 7.15 p.m.

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Episodes 8, 9 & 10.

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Featuring

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"GOING, GOING, GONE."

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AMERICAN MUSICAL
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IN A REPERTOIRE OF BRAND NEW MUSICAL TREATS
 TO-NIGHT & TO-MORROW NIGHT

Tuesday—Wednesday Aug. 12. Aug. 13.	THE SPEEDY, MILE-A-MINUTE MUSICAL COMEDY
Wednesday Matinee at 4.15 p.m. Sharp.	"STEP LIVELY." AND A HEAD-LINE PROGRAMME OF "VAUDEVILLE."
Thursday, Aug. 14. at 9.15.	"SUFFRAGETTES."
Friday, Aug. 15.	Act 1 "VAUDEVILLE." Act 2 "SUFFRAGETTES."
Saturday, Aug. 16 Matinee 4.15 (Don't miss Hazel Boyd and her Charlie Chaplin Girls).	"HALLO HAWAI"
Farwell Performance Saturday, Aug. 16 at 9.15.	"HALLO HAWAI"
Booking now at MOUTRIE'S. Curtain at 9.15 p.m. Prices: \$3, \$2 & \$1.	

GOLD IN THE DUTCH EAST INDIES.

Gold is found in Sumatra, the Celebes, and in Dutch Borneo in beach deposits, alluvial deposits, Tertiary gravel beds and also in vein deposits. An American Consular report states that in 1914 58 concessions had been granted for prospecting and subsequent working of gold and silver mines. It is understood that the greatest quantity of gold is produced in the residency of Benkulen, Sumatra. The gold-mining area extends sometimes to a length of 23 miles, and this is especially true of the district known as Lebong, which lies about 46 miles north of the town of Benkulen. Water power can be employed nearly everywhere. There are some mines in central Sumatra that are being worked. The mines in the Celebes are not proving as rich as those in Sumatra. The total production for the eight years from 1911-1918 was 38,913,200 florins for the Celebes.

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